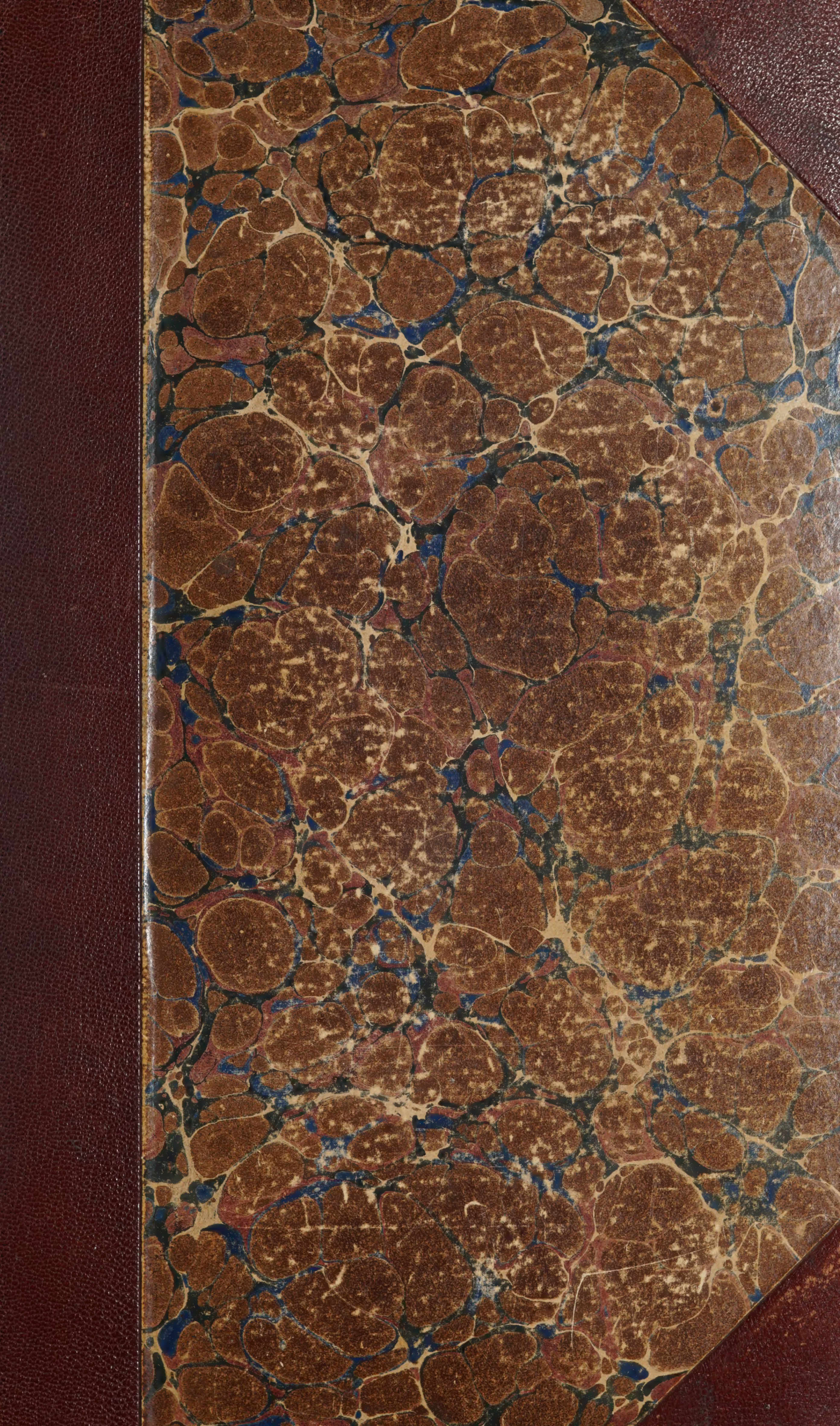

THE
ANDREW SNOW, JR.
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Old Dartmouth
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ANDREW SNOW, JR.
~~38 MURRAY STREET~~
~~NEW YORK CITY~~

So. Dartmouth, Mass.

1912

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https://archive.org/details/emelineschoonero00emel

A Parody on the Old Oaken Bucket by W. H

How dear to thy heart are the scenes of ~~old times~~ past days
When fond recollection recalls them to mind
The Schooner so taunt and so trim like a Miss in her stays
And all her ~~tarred ropes~~ light rigging which ~~sings~~ swayed to the wind
The old fashioned galley. the try works close by it.
The large blubber boat. with six oars to pull it
The bunk of my messmate. the wooden chest nigh it
The old Monkey Jacket. the often Patched Jacket
The greasy old Jacket which ~~shelters my limbs~~ hung up beside it

2
That tar smeared Jacket, with delight I view it
For often at midwatch about deck tired & strolling
Many an old fashioned snooze; I am indebted unto it
The purest and sweetest that ever was stolen
How ardent I've seized it. with hands that were glowing
And quick to the white scrubbed deck bequeathed it
Then soon with the emblem of sleep overflowing
And nodding and yawning I snuggled beneath it
The old Monkey Jacket. the often patched Jacket
The slush covered Jacket. with two pockets in it

3
How sweet from the old rusty nail to receive it
As unhitching the loop, it reclined to my arms
Tho for a full flowing bowl I would any time leave it
If filled with the grog that delights Jolly Tars
And now far removed from her well covered seams
The smile of delight will intrusively start
As fancy recalls my oft stolen dreams
And thinks of the jacket. which played such a part
The old Monkey Jacket the often patched jacket
The greasy old jacket. which played such a part

1.58
.07

Septr 30th 1843 W. H

race Crom[illegible]

Cleared from ×Stonington Conn July 21/1843.

iii

Topsail Schooner

Emeline of ×Mystic, Conn

Voyage to Crozettes for Sea Elephant Oil – Not recorded in Starbucks History

Chas. Mallory – Owner – see 4/13/44.

Sailed July 24th 1843.
Returned June 23 1844.

Log evidently kept by Washington Foster×× displays unusual intelligence and the same writer of Logs #144 #145 #146 Ship Montreal from N.B. 1850-3

×× see next sheet – for Copy of Crew List furnished me by Custom House

?, where

Names of Officers & Crew as mentioned in Log.

Capt. Wm Eldridge –
Wheeler 1st Mate.
Patrick
Weller
Washington (Foster ?)
Mr.
Robt Howard
John Flewdow
James Robinson

Wm Arthur.
Bounaparte
Jos. Simons
Raphael (Portugee)
Jos. Corie 4/25/44 Native of St Helena

Secured full Cargo of Oil, Sprung aleak and barely reached Cape Town Africa after great distress – Held Survey, discharged and sold Cargo of Oil, then went up the W. Coast to Icaboe Isld in Angra Pequena Bay and loaded Guano, sold it at West Indies enroute home – Probably first cargo brought to America Interesting account 3/30 – 4/13 of the Guano deposits also Gold Mines (supposed) or Copper visited on the adjacent African Coast (see 4/7 4/11).
This Book now nearly 70 years old is yet strongly impregnated with the odor of Guano.

[illegible]

of Frederick [illegible]

41/

[1]

Salmon Jamy Town

4

38.27 35.[illegible] [illegible]

14.[illegible] 14.01 47.25

24.46 57.48 25.[illegible]

16 76– [illegible]

8.6 [illegible] 3.4

Sept

Sept

Sept. 3rd

Sept 3rd Sept W

Sept W

Sept W m Wilson

Sept Wilson

Washington

Washington Fort

To find the Latitude by Double Altitudes of the Sun

When by reaſon of thick hazy weather it is difficult to obtain a meridian latitude the sun only appearin occaſionally through the day the Latitude may b obtained in the following manner with a great degree of accuracy. Obtain two altitudes of the sun during the day either before or after meridian or one before and the other after meridian which may be moſt convenient carefully noting the time of each by watch or chronometer if poſsible letting the time between one of the obſervations and meridian o 12 O clock be leſs than the time between the obſervations uſing great care to obtain correct altitude and correct them both for semidiameter dip &c At the time of taking the firſt obſervation mark th bearings of the sun by compaſs and count the number of points between it and the courſe the ship is making correcting her courſe for lee way, if leſs than 8 points enter the table with the number of points as a courſe with the diſtance ſuppoſed to have been run between the obſervations oppoſite to this in the latitude column will stand the difference of latitude to be added to the firſt altitude. but if the bearings of the sun be more than 8 take the number of points it lacks of 16 and enter the table as above find the difference of latitude and ſubtract it from the firſt altitude. both altitudes will then be taken from one ſpot and the latitude when worked will be the latitude of the ship at the time of the laſt obſervation Take out the declination of the sun for that day and correct in table 5 for the longitude you are in alſo correct in the ſame table for the middle tim between the two altitudes which will be the declination t from. With theſe preparations work it according to the firſt exa of Double altitudes in Bowditch and you will readily obtain the true Lat

At St Michaels - Azores - 1st Page Missing

them. we however soon arrived at the American Conſuls or rather the commercial agent who tranſacted buſineſs for the U. States as far as Point del Guardo was concerned, followed by our eſcort which completely filled the room. The agent here was a very good looking Portugueſe who could neither read, write or ſpeak one solitary word of Engliſh having for his secretary a woolly headed negro blacker than Erebus and twice as dirty. The Captain opened his buſineſs by means of an interpreter a portugueſe who had been ſeveral voyages whaling out of the U. S. preſenting him with the Ship's bill of health this was handed to him and was satiſfactory altho he knew no more of its contents than if you had handed him a Hebrew Bible or the song of Jerry G. Nimble written in Dutch and was the summit of his knowledge of a ships papers. Among those aſsemblage there was one individual who had a lame knee occaſioned by the cut of an axe and our carpenter who was preſent having accidentally told the interpreter that I was a Doctor I was immediately in buſineſs for it went like wildfire among them that there was a Sangrado a Doctor on shore and as the Captain had not yet made his purchaſes I went with one of the head men of the iſland and viſited some seven or eight dwellings the abode of sickneſs when a scene of miſery met my view which beggars deſcription at the very thought of which the soul saddens and sickens and humanity shudders having preſcribed according to my limited knowledge of Pharmacy a new obſtacle ~~there was~~ preſented itſelf there was not a single place on the iſland where a portion of medicine could be obtained even to a doſe of salts altho it contained 14 towns and so ignorant were the inhabitants of the medicinal qualities of the herbs which abound there that they did not know of one that would either vomit, purge or sweat them and when diſeaſe overtakes them there is none to aid or aſsiſt and they are conſequently abandoned to their fate. Having mentioned theſe facts to the Captain he very humanely said that as he wiſhed me to go on board in the next boat for on buſineſs for him if I could find any thing in the medicine chest which would be of service and it would not be predujicidial to the health and safety of our own crew I could bring some with me on my return. accordingly I proceeded on board accompanied by two of the most wealthy inhabitants of the Island and having delivered my message to the mate ~~and~~ proceeded to examine the chest and taking therefrom a few doses of such as could conveniently be spared prepared to return having also provided myself with a bar of soap for the women out of my chest. Upon our return the officers were still there but their examination was not so rigid I being suffered to pass at once having six or eighty heads of Tobacco in my bosom which I suppose they mistook for medicine. the soap was rolled up in the boats sail and we informed one of the women where it was watching her opportunity she whipped off with it around a point of rock concealed from view from where the boat lay the other two women who were to be equal sharers in it immediately followed. the soap officer suspecting something wrong soon joined them but not until they had secreted it in a crevice of the rock. hearing considerable noise in that direction and having watched their movements I went up to them the whole party jabbering away violently in their lingo the women showing the officers their empty baskets when he finding he was likely to get the worst of the bargain in endeavouring to cope single handed with three women wisely withdrew. I then told one of them who could speak English that the coast was now clear they had better divide it. one of them immediately withdrew it from the hiding place and divided it giving each her share when they proceeded to dispose of it in the following summary manner standing directly in front of me they clued up their petticoats up to their arm pits naked to the buff ~~so~~ then laying the piece of soap on their stomach they dropped their petticoat down over it and drawing the string tight across it firmly secured it there and then passed quietly along as tho nothing had happened the unsuspecting officer little dreaming of the place where they had secured it. I did not ~~begrudge~~ value the soap after seeing their ingenuity displayed The medicines were soon distributed also some Glauber Salts for the Consul when the boat put off with the last of our recruits arrived alongside was hoisted in when we braced forward and stood on for the South Atlantic Ocean leaving behind us the poor Islanders the sad memento of a priest ridden government.

P. S. I was also informed that the Diarrhoea was prevalent among them in the fall of the year particularly after a wet summer when hundreds fell victims to it not five out of a hundred who were attacked surviving All these islands belonging to this group are held as military colonies by Portugal from whence by draft they supply their army and navy all the single male inhabitants from youth up to old age are liable to be drafted and sent off at a moments warning to the mother country. except the oldest son he alone is exempt and left to assist in maintaining his parents ~~altl~~ also those who have been absent a few years on board American Whalemen are seldom troubled after their return hence the great desire of their young men to procure a place on board of American Whalemen. this also accounts for the great number of Portuguese now afloat in Whaling ships and also the great number of them drifting about the States particularly in seaports as hundreds of whalemen stop annually at these islands for the purpose of recruiting ship. the owners being well aware of the secret wish of the inhabitants to emigrate from their homes send their ships out but indifferently manned intending to fill up the vacancies with them at the arrival of the vessel at the islands to recruit. and as they seldom ask any questions about remunera=tion throwing themselves entirely upon the generosity of the owners

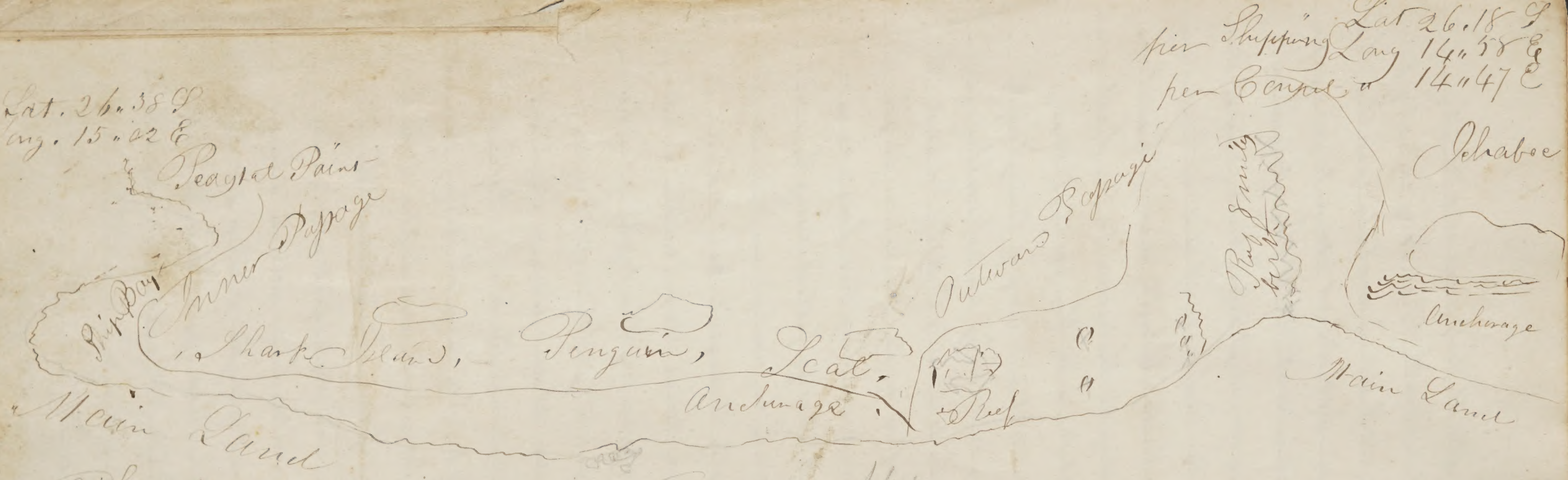
it affords a source of no little profit
owner, and proves a matter of such serious consideration
with them that clothing is provided ~~to equip~~ and ~~put on board~~ shipped
to equip them with when they came on board and generally
at the termination of the voyage the accounts are about
equally balanced in other words the prices put upon the
few coarse garments they recieve equal in amount their
share of the cargo. in some instances however after a very
successful voyage the owner by an unusual stretch of
generosity may bestow upon them a suit of clothes. thereby
applying a salvo to any qualms of conscience which may arise altho that is hardly within the pale of probability. There are however
some few honourable exceptions among the owners but they are
very rare who deal with them precisely on the same terms
as with the green horn or landsman who has shipped at the first
commencement of the voyage. Another mode is prevalent
at the islands to evade the odious and oppressive law
which forces them from their parental roof. that is by amputating
a finger or maiming themselves. thus disqualifying themselves
from becoming a soldier. this was done ~~by~~ cutting off the first
or second finger and to such an extent had it been
carried that the loss of a finger was not deemed
sufficient to disqualify them. they then substituted
the thumb which effectually prevented their being
drafted as they could not hold the cartridge to bite the
end off. The inhabitants of these islands have a great
respect I might almost add reverence for the name of
American. On a previous voyage whilst out in the South
Atlantic Ocean we heard a rumour from another vessel
lately out that the United States were about taking
possession of Fayal and that several men of war were
then in the harbour when this vessel sailed the news
soon reached the Portuguese on board of us who had
been several voyages to sea they were almost delirious
with joy asking repeatedly if they would not then be
Americans and no longer Portuguese if soap tobacco &c
would not then come free of duty and the tithes taken off

ry thing they raise goes to the support of the government and of the balance whatever they sell there is also another tax of from 6 to ten per cent each an officer watching them when they are disposing of their articles there is also a very heavy tax on every mechanical branch being compelled to pay a heavy sum to obtain a license for carrying on the same and many were the plans they had view the remainder of the voyage the fireworks they would take with them from the United States the grog they would punish when they found the American Flag flying there and a variety of rejoicings poor fellows they were doomed to sad disappointment the same cruel, tyrannical and absurd laws are still in force grinding them down to the very dust.

Remarks on the Crozette Islands -

This Group of islands so called are 5 in number and are Pig Island Lat 46°.15' S. and 50°.00 E. The Seven Apostles Lat 46°.09' S and Longitude 49°.59' E. Penguin Island Lat 46°.30' S Long. 50.14 E. Possession 46°.28' S. Long. 51.46 E and East Island 46°.28' S Long. 52.00 E. (North West Point) there is also another laid down on some charts as Seal Island no such island exists and is mistaken for the largest one of the Apostles. These islands are nothing but a pile of barren, dreary and desolate rocks where vegetation ceases the haunt only of the wild sea fowl and the resort of the harmless, careless, stupid Sea Elephant in pursuit of which they are annually visited by several vessels from the United States. The most noted of these is Pig Island where an abundance of elephant are annually found the anchorage here is an open roadstead there being no good bay on this island to anchor in there is also a very rapid current setting to the Eastward which makes the beaches on this island more difficult to work than those of the islands more to the Eastward and always a much heavier surf. Independent of the vessels going there there is also a shore party of 20 Englishmen from the Cape of Good Hope now residing there the consequence is the elephant are disturbed so much that they quit that island and haul upon the islands to leeward Possession and East Island so that the former is growing yearly worse for working and the other two increasing in a four fold proportion altho they are worked In proof of this the writer need only add that he has been two voyages to Possession in pursuit of elephant. the first voyage all the bays were worked on the lee side except North West and South West which may be called on the weather side and nearly all of the elephant killed that we could find but few escaping even to pups. the next year we visited the same island again and found those very bays alive with elephant more than five times the number than was there the voyage before. there is therefore no question but that these elephant came from Pig Island and altho this island was supposed to have been worked out it is evidently growing better and will annually improve as long as Pig Island is worked in the manner it is even if it ~~worked~~ should be worked every season by one or more vessels. This island is also by far the best island of the whole group to work both on account of the number of its bays and beaches on the lee side where the elephant can haul and the ease with which they can be worked as there is neither surf or current of any moment in comparison to the other islands the anchorage is also much better and in one or two of the bays a ship can moor with perfect safety the best bay for mooring and working is called Ship Bay being the most southerly bay on the lee side and can be easily recognized by a small hut on the beach a vessel can moor to the rocks on either side within one hundred yards of the beach and can work all the other beaches by means of her boats the next bay to the Northward is a small bay called Boat Bay and a short distance from it another called Shallop Bay the next bay is called Little American Bay the next American Bay in which there is also a hut. the next Windy Bay a very large bay beyond this and around a very high bluff is another bay called

Hebe Bay which is the most northerly bay worked altho there is another about a mile beyond called North West Bay usually filled with elephant which might be worked in westerly weather but it is an ugly looking hole and we left a boat stove to pieces upon its beach on our first introduction to it. All these bays have smooth sand beaches extending some distance back and filled with bogs or tussock and in the season are filled with elephant for the distance of half a mile back through each of these bays a brook runs from the mountains in the rear to the beach down which the blubber can be rafted with the greatest ease Possession is therefore far preferable to any of the islands both as to security in mooring or riding at an anchorage and the ease with which it can be worked. East Island the most easterly of the group is also improving for the same reason that Possession is and on its weather side has two large bays called Bull Bay and Southwest Bay filled usually with enormous bulls these bays can be worked with an easterly wind as they are then perfectly tranquil and contain elephant sufficient to fill a large ship on the lee side are also some excellent beaches and as the party of Englishmen who resided there have left for Pig Island there is no question that next season an abundance of elephant will be found there. The distance from Pig Island to Possession is but little over 60 miles and the strong current usually setting to the N.E. for which due allowance is seldom made most generally takes vessels past these two islands before they are aware and should it prove very foggy as is usually the case they would be so far to leeward of them as to be altogether out of sight of them or have a difficult job in beating up to them great care therefore should be taken in making them to make due allowance for the current and if very foggy to heave to in time to prevent being drifted past them



× The Main Land here is nothing but a low, barren, sand heap, infested by Lions, Wolves and Jackalls, without water, usually covered with fog, the prevailing wind generally South. There is a passage on either side of the Island of Ichaboe, on the weather, and the lee side, without much obstruction the breakers warning you of the reefs and sunken rocks.

Sch Emeline of Mystic Ct.
See March 30 to Apr 13 1844
Loaded Guano at Ichaboe Isl Afri

The Consul at Cape [9]

aac Chase Esqr.

Sir

Schr. Emeline At Sea April 20th 1844

My last was addressed to you at the anchorage at the Island of Ichaboe, at which time I merely examined the papers and bills. belonging to the vessel, to ascertain if the third Bill of Exchange was among them. and not finding it among them, presumed you was then tendering for them was the reason for it. Yesterday however, I gave them a thorough examination in order to make up my balance sheet ~~for~~ with the vessel. In perusing your balance sheet, however it strikes me, very forcibly there is an error of £100 against us. On your credit side. you credit by Amount of Sales of 77 Casks of Oil. price not mentioned, but carried out £777" 0" 1 and your debit side is made to balance to the same amount. after deducting the amounts advanced by you by debiting to Bills on London for £557"13"02. There surely must be some mistake here, as I know that when you made up my papers, you were sorely pressed with business, and the oversight was no doubt then made, and I presume long ere this corrected, duty however to myself and my owners promptly require me to notify you. The agreement for the Oil as distinctly understood. by Captn. Harris. Mr. Patrick and myself was £18. 10 shillings the ton at which we believe it was purchased, consisting as we understood from the Guager of 47 tons and about one third more or less amounting to 877 £ instead of 777 as credited on your bill Please examine into this if not already attended to as we confidently presume it is. Captn. Harris sends his respects to you. It is my intention to forward this by the first vessel I meet bound in to St. Helena should I pass in with one. otherwise I shall stop there expressly to forward this

Directed to

Isaac Chase Esqr. U. S. Consul
Cape Town

Signed by
Captn. Eldridge

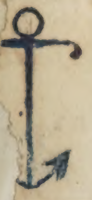
See April 30 1844
for reference to this letter

Wing
of the
Flying

Outward Bound. Paſsage to Western Islands

Civil Account

Monday July 24th 1843. Found us lying at Ancho opposite Ram Island all in readineſs for sea waiting only for a Pilot at an early hour he made his appearance and by 7 A. M. we were under way Outwa Bound with a fine breze from S. W steering S. S. E



Tuesday July 25th (Sea Account) Commencing with a fair wind from S. W. heading S. S. E. during the middle watch the wind shifted to N. E. and the weather presented a very threatening aspect tooke in sail accordingly putting her under easy sail in the morning watch the weather moderating again made sail steering as before.

Lat at 5. P. M. 41°27' N.
Long by Chron. 71"18 W.

Wednesday July 26th Enters with pleasant and a good breze from N. E. steering S. E. at sun set put her under easy sail as a good portion of the crew were troubled with that nausea incidental to the landsm first introduction to the blue deep. at day light again made sail steering as before the wind gradually becoming lighter

Lat at 5. P. M. 38"15 N.
Long by Chron. 69"28 W.

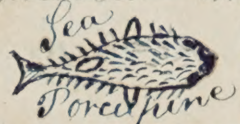
Barometrical Table

Thursday July 27th Begins with light winds from E. N. E. steering S. E. middle part the wind died away leavi
6 P. M. 29.75 her almost becalmed took in sail to keep it from being flapped to pieces. after part a perfect calm. the veſsel laying motionless. the sea as placid and tranquil as a rive not a breath of air stirring. the Thermometer at 82.
M. 29.86 this morning caught a most singular looking fish about 10 inches in length and nearly the same in circumference

Outward Bound Paſsage from Mystic to Western .

Barometrical Table

with a head and mouth much resembling that o
bull frog the body entirely covered with sharp pointe
quills an in inch in length which bristled up in
12 M. 29.86 direction like the Porcupine his skin was preserve

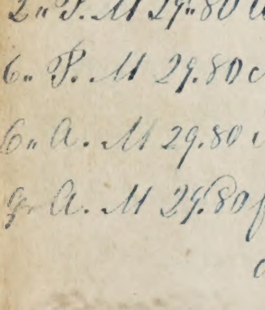


Lat by obs 3
Long by Chron. 6

Friday July 28th Begins with a dead ca
2 P.M. 29.86 and an intolerable heat. the watch on deck bus
4 P.M 29.86 employed in strapping blocks for cutting in gear p
6 P.M. 29.86 the boats in order &c. at 6 P.M. a gentle breeze spra
6 A.M. 29.80 from the westward which was quite reviving st
9 A.M 29.80 E. which continued throughout the night. latter p
the wind kept constantly veering to the Northwar
12 M. 29.80 her course was altered to E by S. the crew employed

Lat by Obs. 35.
Long by Chron. 64.

Saturday July 29th Begins with warm pleasa
2 P.M 29.80 weather and light winds N.E. steering full and
6 P.M 29.80 crew employed as on the previous day from 8 to 12
6 A.M 29.80 it was almost a dead calm a light breeze then spr
9 A.M 29.80 from S.E. steering E. by N. at 6 A.M. raised a
on our weather beam apparently a Brig standing
the breeze now began moderately to freshen haulin
12 M 29.80 little to the Southward and continued so the rem
of the day



Lat by Obs. 3.
Long by Chron. 6

Sunday July 30th Commences with pleasant
2 P.M 29.86 and a fine breze from S.S.E. steering E by N
Brig on our beam this morning evidently droppin
4 P.M. 29.86 as the breze freshens during the middle part the
6 A.M 29.86 kept hauling farther Southward until it rested at S.S.
12 M 29.93 after part the same Lat by Obs 36
Long by Chron. 59

Outward Bound Paſsage to Western Islands

metrical
ble

Monday July 31st

Enters with light winds from S.S.W.
P.M. 30.0 steering E. by N. the weather is exceſsively hot the thermometer
M. 30.0 standing at 86 in the cooleſt part of the veſsel middle part
.M. 30.3 the same after part wind and courſe the same all
M. 30.03 hands buſily occupied in breaking out the hold during
M. 30.03 theſe 24 hours nothing has occurred worthy even of a
casual notice

Lat. by Obs. 36" 40 N.
Long by Chron. 9.a.m. 58" 44 W.

Tuesday August 1st

M. 30.00 Begins with a fine breeze from
S.S.E. W. steering E. by N. at 1 P.M altered her courſe
M 30.0 to E. middle part wind veering from S.S.W. to S.
where it finally settled at daylight wind the same
M. 30.0 but lighter steering E. the boats are now fully
equipped with their whaling gear. the maſt head
A.M. 30.0 manned and our only anxiety now is to raiſe Sperm
Whales. when we will endeavour to give an account
12. M. 30.00 of them satiſfactory to all parties concerned. latter
part wind light and hauling to the eaſtward nothing
to be seen from maſt head

Lat by Obs. 37" 17 N.
Long by Chron. 56" 28 W

Wednesday August 2nd

Commences with moderate
2 P.M. 30.00 breezes from S.E. steering full and by weather still
exceſsively hot the wind kept gradually dying away
8 P.M. 29.97 until 7 P.M. when it became a dead calm. this
continued until 2. A.M. when a light breeze sprung
6 A.M 29.94 up from S.S.E. when sail was again made it having
been taken in during the calm to prevent its being
flapped to pieces. at 10 P.M. saw a light a great diſtance
M. 29.97 off on our lee bow preſume it was some veſsel trying
out after part the breeze freſhened and hauled to the southward

Lat by Obs 37" 41 N.
Long by Chron 55" 06 W.

Outward Bound Passage to Western Islands

Barometrical Table

Thursday August 3rd Enters with a fine breeze f
2 P. M. 29.97 S. to S. S. W. steering E. nothing in sight from mas
8 P. M 29.94 head middle part wind veering continually to t
6 A. M. 30.03 westward and becoming gradually lighter accom
with rain squalls at 8 A. M the wind died aw
entirely leaving us becalmed which continued un
9. A. M 30.03 10 A. M. when a light breeze sprung up from the S
hauling to the Eastward nothing worthy of notice
12 M. 30.09 transpired these 24 hours nor has any thing been ob
from the mast head

Lat by Obs. 37 "
Long by Chron. 52 "

Friday August 4th with light winds from S. E. st
1 P. M. 30.09 E. the weather still continues excessively hot at 4
raised a school of Grampus the first spout of a
6 P. M. 30.09 description we have seen since we left home mid
part wind very light and baffling from S. W. t
6. A. M. 30.00 a portion of the time a dead calm being compelle
take in sail to prevent its being flapped to pieces a
A. M. a light breeze sprung up from the W. steerin
E. S. E. after part wind and course the same b
12 M. 30.00 freshening. at 11 A. M raised a sail about 4,
on our lee bow standing to the Southward
proved to be a bark

Lat by Obs. 38
Long by Chron. 51

Saturday August 5th Begins with modera
2. P. M 29.97 breeze from W. steering E. S. E. the bark spok
this morning passed about two miles astern of us
6 P. M 29.94 S. the breeze freshened and by 6 P. M. we were going a
rate of 6 knots steering as before middle part the wind
6. A. M. 29.84 same direction but breezing up at 6 A. M took

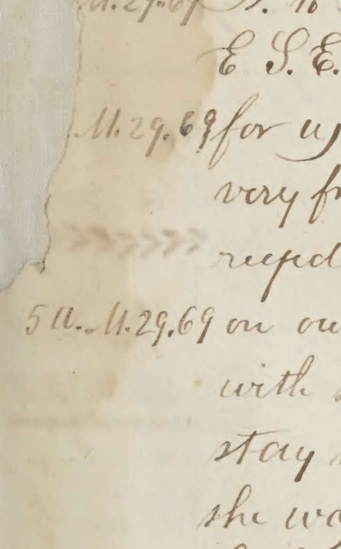
Outward Bound Paſsage to Western Iſlands

metrical
ble

top gallant sail and double reefed mainſail
. steering as before at 9 A. M. the weather looking
. M. 29.74 very threatening took in mainſail. squareſail. jib
and reefed topſail in a short time the squall burst
upon us accompanied with a deluge of rain the weather
. M. 29.69 continued squally the remainder of the day the wind
also ſhifted to N. W. and thence to N.

Lat by Obs 37" 27 N.
Long by Chron 49" 07 W.

Sunday August 6th Enters with strong breezes from
M. 29.69 N. to N. N. E. with a very heavy sea running steering
E. S. E. and with every appearance of bad weather in store
M. 29.69 for us middle part the wind hauled to N. E blowing
very freſh with a rugged sea steering as before with foreſail
reefed topſail and jib set. At daylight paſsed a brig
5 A. M. 29.69 on our lee standing in the same direction we were
with single reefed topſails, courses. jib and fore top mast
stay sail set. paſsed her with the greatest eaſe. preſume
she was a Whaleman bound to Western Iſlands. at
7. A. M. 29.76 6. A. M set double reefed mainſail. the barometer
12. M. 29.76 indicating a change in the weather for the better
after part the wind hauled to N. E. steering S. E by E.



Lat by Obs 36 " 36 N.
Long by Chron 46 . 00 W.

Monday August 7th Commences with strong breezes
2 P. M. 29.77 from N. N. E. steering full and by with conſiderable
sea running during the middle part the weather began
6 P. M 29.79 to moderate and the wind to haul more to the eaſtward
jibed ship heading N. the wind gradually becoming
M. 29.90 lighter at daylight raiſed a full rigged brig on our
lee bow standing S. W. about 6 miles diſtant

Outward Bound Passage to Western Isla

Barometrical Table

after part the wind light from E. N. E. headin
no better than N. and N. by E. nothing of any mo
12. M. 29.97 has transpired these 24 hours.

Lat. by Obs. 36
Long by Chron. 45

Tuesday August 8th Enters with pleasant we
2 P. M. 29.93 wind E. N. E. steering full and by quite rugged
the sea not having entirely subsided middle par
6 P. M. 29.90 wind kept hauling more to the Southward un
it arrived at E. S. E. heading up N. E. at 5 A.
6 A. M 30.00 a heavy rain squall came up from the eastw
and for upwards of an hour it literally pour
12 M. 30.05 down in torrents when it broke away leaving
almost entirely becalmed. after part clear and p
with light winds as before heading the same

Lat by Obs. 37
Long by Chron. 9 A. M 45

Wednesday August 9th Commences with pleas
2. P. M. 30.05 weather and light winds from E. S. E. steering full
by the wind kept gradually hauling to the South
6. P. M. 30.05 until at 8 P. M. it had arrived at S. E. but very l
heading up E. by N. middle part wind the same
6 A. M. 30.11 6 A. M. set gaft topsail. after part wind in the s
direction very light heading E. by N. and E. N. E
12. M. 30.11 nothing unusual has happened this day nor ha
thing been observed from the mast head

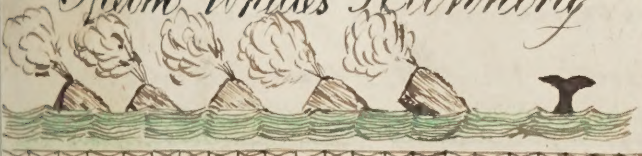
Lat by Obs. 38. 32 N.
Long by Chron. 44. 37 W.

Thursday August 10th Begins with mild p
2 P. M. 30.11 weather wind S. E. and very light heading from
to E. N. E. and from the height of the Baromete

metrical
able

likely to continue calm or light winds with every proſpect of a long paſsage to the Western Islands in the courſe of the afternoon the wind hauled to S. at 1/4 paſt 5 P. M. the cheering sound was heard for the firſt time from
P. M 30.11 the maſt head of "there she blows" it proved to be a school of sperm whales about 4 miles off heading to the eaſtward and going eyes out. such was the rapidity of their motion that when they came up they ſpout but three or four times we kept evidently gaining upon them and had it been earlier in the day it is more than probable we would have been faſt as it was
M. 30.02 however sun set shut them out from view about two miles diſtant. middle part wind light from S. S. W. steering E. by N. at 6. A. M. set square sail. after part the breeze freſhened conſiderably and the
M. 30.02 wind hauled to W. with conſiderable head sea took in mainſail and gaft topſail

Sperm Whales Running



Lat by Obs 39.16 N.
Long by Chron. 43.25 W.

Friday August 11th Commence with a moderate
2. P. M. 30.02 breeze from W. steering E by N. conſiderable head sea still running cauſing her to pitch heavy during the afternoon the wind freſhened and the head sea ſubſided
5 P. M. 29.95 running before it under square sail topſail and topgallant sail courſe E. by N. middle part wind freſhening and
9. P. M. 29.90 hauling to the W. N. W. the barometer gradually falling at 4. A. M. it clouded over and commenced raining
6 A. M. 29.80 which continued until 6. A. M. when it broke away at 7 A. M. a sudden squall came up with a shift of wind to N. E. heading E. by S. set jib, foreſail. and reefed
29.75 mainſail furled topgallant sail and reefed topſail at 11 A. M. furled reefed topſail

Lat by Obs 39.51 N.
Long by Chron. 40.25 W

Outward Bound Paſsage to Western Island

Barometrical Table

Saturday August 12th. Commences with very rugg

2 P. M 29"80 weather and strong breezes from N. E. heading up fro
E. by S. to E. S. E. middle part the wind abated
6 P. M. 29"80 conſiderably leaving however a very rugged sea o
at 4 A. M. set fore topſail the wind graduall
6. A. M. 29"88 dying away the sea beginning to subſide a lit
heading E. S. E. after part shook reef out of main
and set flying jib and topgallant sail wind in
12. M. 29"88 same direction but very light heading E. S. E.

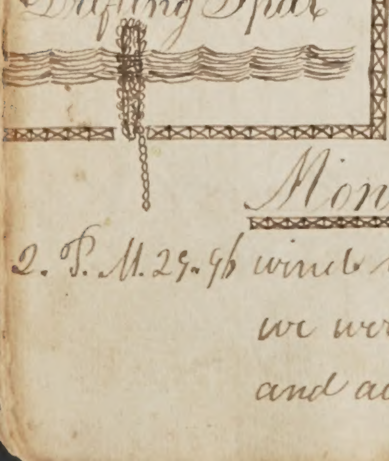
Lat by Obs. 39"
Long by Chron. 39"

Sunday August 13th. Enters with very light w

2 P. M. 29"90 from N. E. steering full and by heading up no
better than E. S. E. middle part the wind hau
a little to the Eaſtward heading up S. E. at d
6 P. M. 29"90 light the wind hauled back again more to the
Northward heading E. by S. still continuing ver
light next to a calm put bonnet on the jib and
6. A. M. 29"95 gaft topſail. after part wind in the same direc
but rather lighter at ½ past 9 A. M saw a log
a short diſtance ahead of us with one end sticking
reſembling a buoy. as we paſt it have no doubt it
a ships main yard which had been carried awa
12 M. 29"96 the slings and had fallen overboard the chain
faſt to it cauſing one end to settle down in the
it was completely encruſted with clams.

Lat. by Obs. 39"
Long by Chron. 38"

Drifting Spar



Monday August 14th. Begins with almoſt a cal

2. P. M. 29"96 wind being very light from E. heading S. S. E. at 4
we were treated by way of variety with a dead c
and accordingly took in gaft topſail mainſail and for

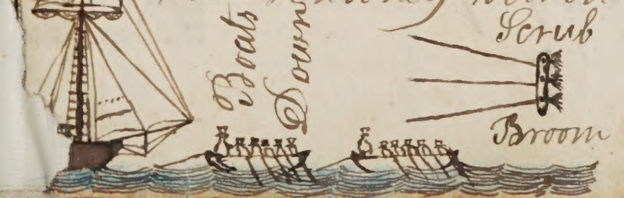
Outward Bound Passage to Western Islands

rometrical
Table

middle part the calm still continued the vessel
M. 29.96 laying perfectly motionless on the glassy surface of
the ocean at 4 A.M. a slight breeze sprung up from
the Westward heading her course E. by S. when
M-30.01 sail was made accordingly at 9 A.M. the wind
shifted to N. thence to E. and after a slight puff
M30.15 died away again to a perfect calm at 11 A.M. the
cry was heard from the mast head "there she breaches"
"there she breaches" in rapid succession presuming
they were a school of small sperm whales and a little
puff of wind springing up at the same time stood for
them occasionally having a glimpse of black skin

Lat by Obs 39"20 N.
Long by Chron 37"44 W

Tuesday August 15th Enters with light breezes
2 P.M. 30.05 from E. after partaking of a hasty meal put the
boats in readiness and lowered determined to see
what they were made of both boats started off
6 P.M. 30.05 in the direction they were last seen and after a
decent little pull found out to our great mortification
they were Grampus nor were we able to fasten them
6 A.M. 30.09 they not being inclined to afford us an opportunity
returned to the vessel. braced forward and stood
on heading up N E. by N. middle part wind
the same and very light. at 5 A.M. saw plenty of
Albicorry about the vessel threw out a line in a few
12 M 30.09 minutes had 9 famous ones laying on deck promising
us a rich treat by way of a fresh mess, after part
there being little or no wind and no sea we scrubbed
the schooners bottom



Lat by Obs. 39.52 N
Long by Chron. 37"44 W.

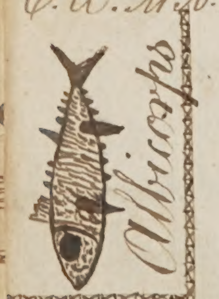
Outward Bound Paſsage to Western Isla

Barometrical
Table

Wednesday August 16th Commences with lig
2 P. M. 30-09 winds from S. E. heading E. N. E. the weather ver
pleaſant. the wind however kept gradually dying aw
6 P. M. 30-09 until 6 P. M. when it became a dead calm. at 11
a light puff sprung up from S. S. E. which after
6 A. M. 30-09 time again died away to a calm at 6. A. M. a
light breeze sprung up from S. S. W. steering E.
after part calm again until 11 A. M. when we
12 M 30-09 another little puff from S. S. W.

Lat by Obs. 4
Long by Chron. 3

Thursday August 17th Begins with very ligh
2 P. M 30-09 winds from S. heading S. E. at 1 P. M a sa
obſerved from the maſt head. a square rigged
a long diſtance off apparently standing more
eaſtward and about 2 points on our weather
at 2 P. M. saw a Grampus within a hundre
6 P. M. 30-09 yards of the veſsel. lowered and endeavoure
take him. but without ſucceſs during the after
the wind kept hauling to the weſtward steerin
S. E. by E. but very light. toward evening d
calm took in every thing at ½ past 12 A. M. a
breeze sprung up again from S. S. W. steering S.
the sail before seen proved to be a brig and at
6 A. M 30-13 light croſsed us a few miles diſtant. with studdin
set. at ½ paſt 6 A. M faſtened to a shovel nose
who was quietly following our wake but the
drew also caught a large Albicores after part
from S. W. steering S. E. by S.
12 M. 30-13

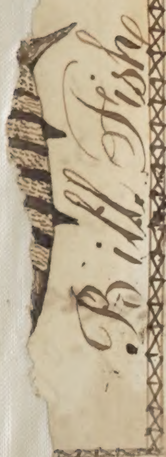


Lat by Obs. 4
Long by Chron 3

Outward Bound Paſsage to Western Islands

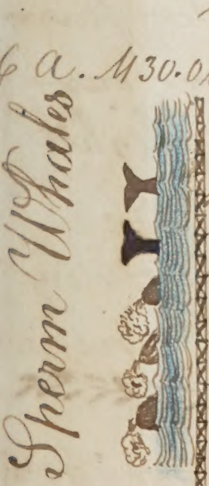
rometrical
Table

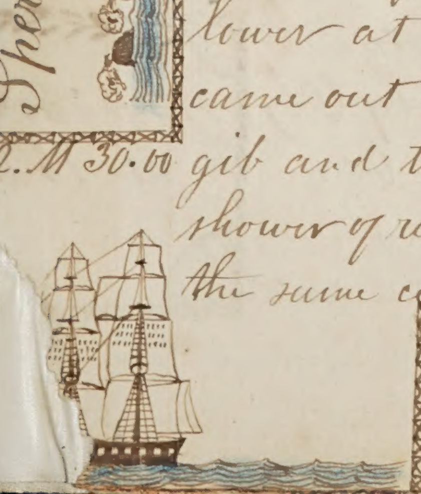
Friday August 18th Commences with very light airs
M. 30·13 from S.W. steering S.E. by E. at ½ past 9 P.M. a light
M 30·13 breeze sprung up from N.W. steering S. by E. which
continued throughout the night tho very light at
6 A.M. saw a large bill fish playing around
the veſsel in eager pursuit of the shoal of Albicore
which had followed us for several days past
providing us with fresh meſses got the gig ready
but was unable to fasten to him. as he swam
too deep. at ½ past 9. A. M. raised a sail a ship or
M.30·16 barke two points on our weather bow standing S.E.
M.30·16 supposed to be a merchantman bound to Europe after
part wind and course the same



Lat by Obs 40·04 N
Long by Chron 35·00 W
Lunar 34.0 W.

Saturday August 19th Begins with light winds
2.P.M. 30·16 from N.W. steering S.E. by S. at 1 P.M raised a brig
on our lee beam standing to the eastward at 3 P.M
6 P..M 30·14 took in mainsail the wind being directly aft what
little there was of it and the weather exceſsively hot and
a..M 30·0 sultry at 4 P.M. a shoal of Porpoises paſsed under the
bow and were off instantaneously at 6 P.M raised a
shoal of Sperm Whales on the larboard beam heading
to the E. when they came up the second time they
were too far off and it being near sunset did not
lower at 2 A..M. the wind hauled N. at 3 A.M it
came out N.E. set mainsail, foresail, gib and flying
12.M 30·00 gib and took in square sail at ½ past 5 A..M had a
shower of rain wind N.E. steering S.E. after part wind
the same course S.E. by E.





Lat by Obs 39·24 N
Long by Chron 34·08 W
Long by Lunar 34·01 W

Outward Bound Paſsage to Western Is

Barometrical Table

Sunday August 20th Enters with pleasant wea
2 P.M 30.10 and light breezes from N.E. steering S.E by E. at 4
the breeze freſhened considerably at 2 A. M
6 P.M 30.00 breeze slackened a little and hauled to N. and
at 3 A. M squally at 4 Rain squalls and the wi
6 A. M 30.10 hauls back to N. N. E. and breezes up steering
10 A. M 30.05 from 6 to 10 A. M. occasional rain squalls wi
about the same. after part wind the same
Lat by Obs. 3
Long by Chron

Monday August 21st Begins with pleasant
2 P. M 30.05 and moderate breezes from N. N. E. steering
6 P. M 30.00 at 3 P. M. the Island of Flores plain in
about 20 miles distant a little on our lee bow
chains and shackled them having every thing
readineſs shortly after Corvo was imperfectly see
the clouds which enveloped it at 7 P. M. tacked
and stood off the sea beginning to make an
weather looking squally and threatening reefed
during the night kept standing off and on
wind occasionally veering a little in our
at daylight had the island a little on
lee bow with pleasant weather and very l
6. A. M 30.00 winds from N. N. E. stood along for the N
end after part wind the same but very light
full and by both islands plain in sight C
12. M 30.00 on our lee bow about 10 miles distant
Lat by Obs 39
Long by Chron 31

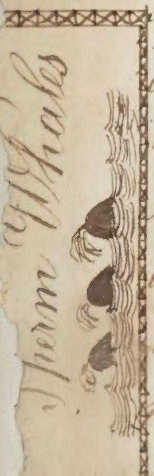
Corvo and Flores as first raised enveloped in clouds

Specie of Gull

Western Islands Off the Island of Flores

rometrical
ble

Tuesday August 22nd Begins with pleasant
P. M. 30.06 weather. wind very light from N. N. E. steering full
and by, heading E. and E. by N. running along the
M 30.06 weather side of the Island. saw a number of Grampus
spouting at 4 P. M lowered for a school of whales about
a mile and an half supposing them to be Sperm
Whales but did not see them again whilst down
returned to the vessel when within hailing distance
was informed there was a large sperm whale right
ahead immediately pulled there and after waiting
some time without seeing any thing. returned again
saw two sail ships one on the weather bow the
M 30.00 other on our quarter. at 6 P. M. the cry was again
M 30.00 heard. she blows sperm whales. sperm whales on
M: 29.85 the weather quarter five miles off. presume it was
the same school we lowered for and that they
must have come up in the ~~same~~ sun glade was
the reason they were not seen before, did not lower
it being so late and we were so short handed when
both boats were down only two men were left on
board one at the helm the other at the mast
head consequently when the whales were up they
could not make any signals to direct the boats
without quitting their stations which would not do
at 8 P. M the wind died leaving us almost becalmed took
in every thing but jib and topsail laying off
about midway between the two islands at daylight
made more sail Corvo under our lee at 6 A. M steering
S. E. wind light from N. W. the town bearing S. about
4 miles distant after breakfast manned the boat and
proceeded on shore to the town of Pontrefard transacted
business with the commercial agent a Portuguese who
could neither read write or speak the English language


Sperm Whales

of Pontrefard
n Island of Flores
Lat 39.26 North
Long 31.07 West

Outward Bound Paſsage to the Crosette

Barometrical Table

having a negro for his clerk the conversation was
means of an interpreter. purchased 40 bushels of
12 M 29.85 potatoes. 2000 Onions. a few pumpkins some po
and eggs which were deſpatched on board the
also obtained 4 young men Portuguese who
sent on board the veſsel laying off and o

Wednesday August 23rd Commencing

2 P.M 29.85 with squally weather attended with rain,
wind N.W. laying off and on completing tak
6 P.M 29.85 our recruits &c. at 2 P.M reefed the Top sail
furled the flying jib at sunset the boat came
6 A.M 29.80 the laſt time bringing off the remainder of ou
alſo a bef live pig and an old slut. all hands
now on board and every thing ready squared
with a good breeze from N.W. steering E. to clear
S.E. point of the island. at 8 P.M. jibed ship stee
12 M. 29.76 at 9 the wind dies away at 10 P.M breez
again from the weſtward which continued throu
the ~~sam~~ night steering S. after part wind a
course the same

Lat by Ob. 3
Long by Chron. 2

Thursday August 24th Commencing with

2 P.M. 29.76 fine weather and a good breeze from W. steering

at ½ past 1 P.M the wind hauled to S.W. at 2
saw from deck a hermaphrodite brig on our wea
quarter standing to the Southward. also on our
beam a fore and aft schooner with her main s
bag piped standing to the Eaſtward at 4 P.
Peak of Pico was seen from deck bearing E.N.E.
diſtant also saw a ship two points on our lee b
standing S. with royals set before sunset paſs

Outward Bound Paſsage to the Crozette

ometrical
Table

M 29.76 rapidly dropping her astern the wind freshening
with a rugged sea heaving in from the northward
M. 29.66 at 8 P. M. reefed mainsail and topsail. middle
M. 29.70 part strong breezes from W. S. W. steering S. by W. with
a great deal of sharp lightning from N. W. at ½ past
7 A. M. a heavy squall rising from N. W. took in
every rag of sail at 8 A. M. having recieved the fury
of the blast set foresail reefed mainsail and topsail
with flying jib and jib without the bonnet. wind
W. N. W. with a very rugged sea. this morning found
out. that we had 5 Portuguese from Flores instead of
4 being one more than we intended taking the
remainder of the day weather moderating for the better
wind hauling to the northward until it settled at N.
took in mainsail and foresail shook the reef out of the
topsail and set square sail also saw an hermaphrodite
2. M. 29.70 brig crossing our bow standing to the Eastward

Lat by Obs. 36.04 N
Long by Chron. 28.20 W.

Friday August 25th Begins with moderate breeze
2 P. M. 29.73 from N. to N. N. W steering S. by W. with a rugged sea
6. P. M 29.80 on middle part wind and course the same but
6 A. M 29.80 light. the sea gradually subsiding during the middle
watch had quite a squall from N. W. of an hour
and an half duration took in top gallant sail
and hauled out reef tackles after part of the day
12. M. 29.80 wind very light and hauling to N. E. shook reef out
of the mainsail and set it with top gallant sail
busily employed this day in drying sorting and
stowing away our onions and potatoes

Lat by Obs 34.50 N
Long by Chron 27.50 W.

Outward Bound Paſsage to the Crosett

Barometrical
Table

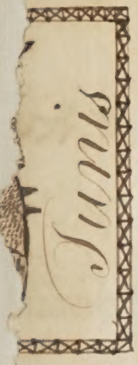
Saturday August 26th Commence with
2 P. M. 29.83 light winds from N. E. steering S. by W. the fir
of this day occupied as the day previous in taki
of our vegetables at 6 P. M the wind hauled ba
6 P. M. 29.83 N. again took in mainsail and foresail steer
S. S. W. opened the slop chest and supplied
6 A. M 29.87 Portuguese with their outfit but found it qu
deficient there not being a single pair of dra
put on board of her middle part the wind
light, at 4 A. M it hauled to E. S. E. set f
12. M 29.90 and mainsail steering as before at 8 A. M wind
to S. E. nearly calm. stowed down chains &c. at 10
set gaft topsail remainder of the day almost a
Lat by Obs 34"
Long by Chron 27"

Sunday August 27th Begins with very
2 P. M 29.90 airs from S. E. heading S. S. W. middle par
6 P. M 29.90 very light and baffling from S. E. to E. then
6 A. M. 29.90 to S. W. at 9 A. M. it died away altogether le
her totally becalmed with a hot sun pourin
upon her decks almost warm enough to suffo
one nothing to be seen from mast head but
and ocean during these 24 hours nothing ha
12 M. 29.91 transpired worthy of record unleſs it be the al
insupportable heat
Lat by Obs. 3
Long by Chron 2

Monday August 28th Begins with a dead
2 P. M. 29.91 laying almost motionleſs on the water all sail
been taken in at the commencement of the cal
4 P. M. a light breeze sprung up from the We
6 P. M. 29.90 immediately made sail steering S. S. W. it
6 A. M 29.90 soon hauled to W. S. W. we also caught se

metrical
le

fiſh very much reſembling the dolphin but much
M 29.90 smaller called in the chart Tunis's and said to
abound in theſe latitudes only. middle ~~car~~ part
almoſt calm light airs stirring from W to W. S. W. at
daylight freſhened a little and at 6 A. M. hauled to
W. the remainder of the day the wind in the same
quarter and light. nothing seen from the maſt
head theſe 24 hours



Lat by Obs. 32" 27 N
Long by Chron. 27" 06 W.

1 29.90 Tueſday August 29th. Enters with light
M 29.90 winds from the Weſtward steering S. S. W. at
M 29.90 7 P. M the breeze began to freſhen with every proſpect
of a good breeze during the night. middle part wind
light and hauling more to the weſtward at daylight
freſhens a little at 7 A. M. set square sail at 10. A. M
2. M. 29.90 wind hauls to N. W. and finally to N. N. W. steering
S. S. W but growing lighter nothing has tranſpired
theſe 24 hours worthy of notice nor has any thing been
seen from the maſt head.

Lat by Obs. 30 . 59 N.
26 45
Long by Chron. 27" 46 W.

Wedneſday August 30th. Commences with light
2. P. M 29.90 breezes from the northward steering S. S. W. at 1 P.
M lowered for a Grampus who came up playing around
the veſsel in hopes of obtaining some oil but after we were
down he never made his appearance again within
6. P. M 29.90 sight throughout the afternoon a long sea heaving in
from the N. E. at 7 P. M the wind hauled to N. and
N. N. E took in foreſail and gaff topſail steering as before
11. 29.85 at 9 P. M. took in mainſail the wind being directly
aft. middle part wind light and in the same
direction at 6 A. M. overcast and thick with a rain squall
from N. E. course the same at 8. A. M. the weather

Outward Bound Paſsage to the Crosett

Barometrical Table

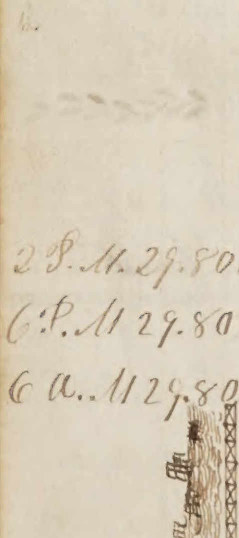
began to light up to windward and the clouds
break away the rain alſo ceaſed the breeze growing
12. M. 29.85 lighter at 9. A. M. the wind hauls a little more to
eaſtward set the mainsail after part and freshe
and hauling to E. with light drizzling rain

Lat by acct 2
Long " " 21

Thurſday Auguſt 31st Begins with cloudy w
2 P. M 29.80 weather and a light drizzling rain wind E. S. E.
S. S. W. altered her courſe to S. by W. middle
6 P. M 29.80 very heavy fog with drizzling rain and light b
winds from the eaſtward from one to four it
6. A. M. 29.80 as hard as it could pour little or no wind at
M began to breeze up from E. S. E at 6. A. M se
mainsail & half an hour after shook out ree
12. M 29.80 of mainsail and topsail strong appearance of
the N. E. trades. the remainder of the day
overcaſt with occaſional showers

Lat by Obs 2
Long by Chron 2

Friday ~~August~~ Septr 1st Commences
2 P. M. 29.80 with good weather and light breezes from E. S.
6 P. M 29.80 steering S. by W. with an occaſional shower
6 A. M 29.80 middle part wind light but steadier tow



morning hauls to the eaſt ward and freshen
daybreak set fore top gallant sail and square
with the wind due E. and a fine breeze stee
S. by W. as soon as it was cleverly light raiſed
sail. one a full rigged brig on our lee quarter
miles diſtant standing to the weſtward. anoth
aſtern and the third on our weather quarter fo
diſtant that we could not make out what th
or whither bound from 6. to 10 wind baffling and

metrical
ble

about from S. E. to E. with rain squally at
a. M 29.90 10 A. M hauled up square sail and set jib wind freshening
. 29.90 After part wind E. S. E. steering S. by W.
Lat by Obs. | 26" 45 N
Long by Chron. 26" 55 W.

Saturday Septr 2nd Begins with strong breezes from
M. 29.85 S. E. to E. S. E. steering S. by W with every appearance now
of having the trades in earnest at 6 P. M. the weather
looking very squally furled top gallant sail. and
M 29.85 reefed topsail. middle part wind lighter and
very baffling veering from E. to S. E sometimes
nearly calm at 2 A. M. shook the reef out of the
M. 29.85 top sail wind hauled to N. E. at 5 A. M and
appeared to be more settled with a good breeze
set top gallant sail and square sail remainder
M 29.85 of the day a good breeze from N. E.
Lat by Obs 24" 22 N.
Long by Chron 27" 01 W

Sunday Septr 3rd Begins with strong breezes from
2 P. M. 29.80 N. E. the real trades steering S. by W. during the
fore part had a fine steady breeze with some little
6 P. M 29.80 sea on from the N. E. part of the time steering S. S. W.
but afterward S. by W. middle part very strong breezes
from N. E. at 10 P. M. furled top gallant sail and
6 A. M. 29.75 reefed topsail at 6. A. M. the weather moderating
a little shook the reef out of the topsail and set top
12 M 29.67 gallant sail steering S. by W. after part wind and
course the same
Lat by Obs - 21" 41 N
Long by Chron 27" 30 W.

M 29.67 **Monday** Septr 4th Enters with strong breezes from
N. E. steering S. by W. the barometer constantly
falling with considerable sea heaving in from the

Distance from Montauk 2887 Miles

Outward Bound Passage to the Crosette

Barometrical
Table
6 P. M 29.64 the barometer being now lower than at an
previous time since we left home. at 7 P..
6 A. M 29.68 in top gallant sail and reefed topsail. mid
part very strong breezes from N. E. with a ru
sea at 4 A. M. moderates, shook the reef o
the topsail, steering throughout the night S. S
12 M. 29.68 remainder of the day the same

Lat by Obs. 1
Long by Chron 2

Tuesday Septr. 5th Begins with cloudy w
2 P. M 29.68 and strong breezes from the N. E. with considl
6 P. M. 29.67 sea on steering S. toward sunset the breeze fr
a little middle part took in top gallant sail
6. A. M 29.68 P. M. at 10 reefed the topsail at daylig
weather moderating shook the reef out of
12 M 29.70 topsail and hauled her up a point chan
her course to S. by E. at 10 set top gallant
about 12 a school of porpoises came playing ar
the bow struck one but lost him

Lat by Obs 1
Long by Chron 2

Wednesday Septr. 6th Commences with
2. P. M 29.70 strong breezes from N. E. steering S. at 2 P. M too
6 P. M 29.66 top gallant sail steering S. by E. at 5 P. M set to
6 A. M 29.60 sail at 6 took it in again and reefed topsail
freshening at 12 shook the reef out again change
12. M. 29.70 course to S. S. E. at 2 A. M. nearly calm set t
sail at daylight breezes up again haul her u
another point to S. E. by S. after part wind
steering as before.

Lat by Obs 1
Long by Chron 2

Distance from Montauk Point 2905 mi

Outward Bound Passage to the Crosettes

ectrical
ble

Thursday Septr 7th Begins with cloudy overcast
M. 29.70 weather and a light sprinkling of rain the wind
very light from E. N. E. steering S. E. by S. during the
M. 29.70 afternoon the wind freshing a little and hauls E.
at 5 hauls back to E. N. E. set the square sail
M 29.70 at 9 P. M took in the square sail the wind heading
her off. middle part light. baffling and variable
winds from N. E. to E. by S. at 5 A. M a very dark heavy
looking cloud came up from the N. E. with a shift

of wind to N. N. E. with considerable rain clued up
topgallant sail and hauled out reef tackles. at 7 A.
M. the weather clearing up set the above sails again
also the square sail steering S. S. E. at 10 A. M raised
a brig on our weather beam standing N. W. the
. 29.70 remainder of the day wind light

Lat by Obs. 13" 07 N
Long by Chron 24" 51 W

Friday Septr 8th Begins with light winds
2 P. M 29.70 from N. E. steering S. S. E. at 8 P. M. took in main
6 P. M 29.70 sail at 9 passed a large bark on our lee bow about
6. A. M 29.75 two miles off standing N. W. could not make out

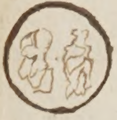
whether she was a whaler ane or merchantman. middle
part wind very baffling first on one side then on the
other with some lightning from the S. E. at 2 A. M.
the wind came out N. and continued so throughout
the remainder of the night after part the wind
being light endeavoured to find the leak as she leaked
considerably on the starboard side succeeded in finding
12 M. 29.70 one under her fore chains and stopped it

Lat by Obs. 12" 16 N
Long by Chron 24" 19 W

29.70 **Saturday** Septr 9th Begins with light airs
from N. W. steering S. and the weather exceeding hot and sultry

Outward Bound Paſsage to the C

Barometrical
Table
at 11 P. M. a breeze sprung up from N. E. set r
6. P. M 29.64 middle part wind the same with occaſiona
squally at 6 A. M set foreſail at 7 the gaf
6. A. M. 29.64 the wind having freſhened conſiderably steeri
Full the Moon fully according to the Almanac at
the 8th at 2h 13m P. M. but according to Naut



and the Ships longitude this day at 5 P. M
Moon at 11 A. M. a very heavy squall came up from
took in top gallant sail. Topſail. square sa
12 M. 29.70 jib and mainſail the wind alſo shifted t
S. W. in 15 minutes the squall having paſsed
made sail about ½ paſt 11 O clock raised 2
ne a ship on our weather bow standing N E
apparently a bark a long diſtance off standing

Lat by Obs 1
Long by Chron 2

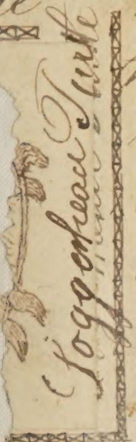
Sunday Septr 10th Begins with light winds from
2 P. M. 29.70 steering S. with slight showers of rain middle pa
very light and baffling hauling to the southwa
6. P. M 29.70 11 P. M. the wind being S. E jibed ship when i
away almoſt to a calm which continued throu
6 A. M. 29.70 the night heading from E. to S. E. at 6 A.
in mainſail to prevent its being flapped to p
12. M. 29.70 alſo hauled down the jib at ½ paſt 6 a light
sprung up from S. W. set the above sail alſo the gaf
sail heading S. by E. the remainder of the da
almoſt a total calm

Lat by Obs. 1
Long by Chron 24

Monday Septr 11th Begins with a dea
2 P. M 29.70 and a welding heat. at ½ paſt 2 P. M saw s
floating on the water about ½ a mile off lo
went to it and found it to be a large logger

Outward Bound Paſsage to the Crozettes.

etrical
le



turtle put an iron through him and killed him then brought him on board at 2 P.M. a light breeze sprung up from S.W. middle part wind variable and threatening with some sharp lightning in the S.W. at 11 P.M took in top gallant sail. at 2 A.M. reefed topsail. at day light a large ship paſsed us almost within hailing distance standing to the Northward at 6 a very black
29.60 looking cloud rising ahead of us with lightning took in topsail, mainsail, jib and flying jib the rain fell
29.65 in torrents about two hours when it broke away. again made sail with a light breeze from S.W. steering S. by E. at 10 A..M. wind hauls to W. shook the reef out of the top sail and set square sail at 11 set top gallant sail and gaft topsail

Lat by Obs 9" 59 N.
Long by Chron 23" 08 W

Tuesday Sept. 12th.

Begins with fine weather
2 P.M 29.65 and a good breeze from W. steering S. by E. quite
6. P.M 29.65 a heavy head sea running at 4 P.M saw a sail
A.M 29.65 on our weather bow standing to the N. at 7 P.M took in top gallant sail and furled square sail middle part squally weather with the wind S.W. at 3 A.M raised a sail on our weather quarter apparently standing in the same direction at day light she proved to be a bark and had drawn past us at 7 set square sail at 8 wind hauls to N.W. hauled down the jib and set top gallant sail remainder of the day a continual succeſsion of rain
12.M. 29.65 squally

Lat by Acct 8" 39 N
Long by Do 22" 44 W

Wednesday Sept. 13th

Begins with a rain squall and a
29.65 shift of wind to S.W. steering S.S.E. took in squaresail top gallant sail and set the jib. the bark we see this morning

1843 Outward Bound Paſsage to the Crosette.

Barometrical Table

being now on our lee bow exchanged signals wit
6 P.M 29.65 she showed English colours presume she was an
6 A.M 29.65 Bound Indiaman. wind soon hauls again to N.
in mainsail continued light and baffling until
3 P.M. when it came out W. with a good breeze
12 M 29.65 mainsail squaresail and top gallant sail at
P.M. took in square sail and furled it middle,
wind hauls to W.N.W and remains stationary
good breeze at ½ past 6 A.M set ~~top gallant s~~ ga
sail steering S.S.E. after part wind hauls to
took in gaff topsail steering as before

Lat by Obs
Long by Chron

2 P.M **Thursday** Sept. 14th. Begins with light
2 P.M 29.60 from S.W. to S.S.W steering S.S.E. at 7 P.M
6 P.M. 29.60 in top gallant sail and reefed topsail mi
part very squally throughout with much
6 A.M 29.68 and some wind the squalls varying fro
to S.E. the veſsel sometimes heading up no
than E. furled the topsail in the middle
at 6 A.M. again set it reefed the squalls of
12 M. 29.65 becoming lighter but attended with a most
discharge of rain after part shook the reef out of
sail wind baffling and light

Lat by Acct
Long by Do.

Friday Sept. 15th Begins with cloudy, overc
2 P.M 29.65 and light winds from S.W. steering S.S.E. duri
afternoon the wind continued light. at 7 P.M
6. P.M 29.65 in top gallant sail and furled it being almo
calm middle part reefed topsail weather looking
afterward shook out the reef and set topgallan
6 A.M. 29.70 sail the wind light and baffling from the So

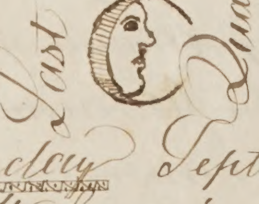
trical

heading up no better than S.E. at day light clear
and pleasant after part the watch on deck employed
in breaking out the main hold after bread the first
cask we have broached this voyage the old bread of
29.70 last voyage having lasted thus far we find the new
of an excellent flavour and quality for that kind
(Medium) at 11 A.M. by way of variety have a squall
of rain from S. without any wind

Lat by Obs. 6"41 N
Long by Chron 18"54 W

Saturday Septr. 16th Begins with light wind a
29.70 from S jibed Ship heading W.S.W. immediately after
dinner raised a school of Blackfish directly ahead
29.65 heading to leeward and after two hours trial being
unable to get near enough to fasten they appearing
M 29.65 to have the run of the boats gave them up, came on

board, remainder of the afternoon a light drizzling
rain at 6 P.M. it died away to a calm took in topgallant
sail, mainsail and jib. clued down the topsail, a
heavy sea came tumbling in from S.E. causing her to
roll unmercifully at 11 P.M. a slight breeze sprung
up from the S. again made sail heading E.S.E.
at 6 A.M. jibed ship heading S.W. at 11 A.M raised
a sail on our weather bow apparently standing to
12 M 29.65 the Northward she was so far off could not make out
what she was



Lat by Obs. 6"35 N
Long by Chron. 18"20 W

Sunday Septr. 17th Begins with light breezes from
M. 29.65 S.S.W. heading S.E. by S the sail seen this morning
rapidly approached us with studding sails set alow and
aloft she proved to be a small Brig and upon exchanging
signals she showed English colours at 2 P.M the wind

1843 Outward Bound Passage to the Crosettes

Barometrical Table

away entirely at ½ past 2 had a rain squall from the
6. P. M 29.60 Southward tacked ship heading W. S. W. also tooke a
6 A. M 29.65 gallant sail and furled it at 6 P. M. the weather
very threatening reefed the topsail middle pa
wind light but cataracts of rain pouring dow
torrents as tho the mighty waters of heaven had
broke loose at 6 A. M. pleasant with some fe
12 M. 29.65 of clear weather the wind ahead and baffling
tacking ship

Lat by Acct.
Long by Do.

Monday Septr. 18th. Begins with a dead ca
2 P. M. 29.65 and occasional rain squalls: our only prayer now
wind, a breeze of wind from any part of the compa
6. P. M 29.65 the season is rapidly progressing at 4 P. M. a bre
up from the Southward middle part the b
6 A. M. 29.65 continues but variable hauling from S. to S.
heading from S. E. to S. at daylight heads
12 M 29.65 S. with clear weather once more after part
Chronometer to the Westward Lat by Acct
by Lunar Distances Long by Chron
1st. Set. 0°-0'-47". 2nd. Set 0°-02'-18". 3rd. Set 0°-01'-42"
Mean of three sets 20 miles to the westward

2 P. M. 29.65 Tuesday Septr. 19th. Begins with pleasant w
and light winds from S. heading S. E. by E.
tried 9 of the Lunar distances obtained yesterday
6 P. M 29.72 the mean of them placed the Chronometer 11
to the westward but as the horizon was not w
and the sky partially obscured by clouds presume
6 A. M. 29.69 of the Chronometer if any too trivial to be noticed
M took in topgallant sail middle part tacke
the wind hauling more to the westward headi

Outward Bound Passage to the Crosettes

ical

at 6 A. M. the wind hauls back again tacked ship heading
29.69 heading W. and W. by S. remainder of the day the same

Lat by Obs 5" 59 N
Long by Chron 16" 51 W

Wednesday Septr. 20th. Begins with light winds
29.69 from S. S. W heading W. with no prospect at present
of any change in the wind at 4 P. M. tacked ship
29.69 standing S. E. at 6 P. M. tacked ship again standing
to the westward and continued on that tack throughout
29.69 the night middle part wind hauls to S. heading
up W. S. W and squally furled top gallant sail
and reefed topsail at 6 A. M. pleasant weather and
a moderate breeze from S. heading W. S. W. the wind
29.65 however soon hauled again heading the remainder of
the day W. and W by S.

Lat by Obs 5" 56 N.
Long by Chron. 17" 34 W

Thursday Septr. 21st. Begins with a good breeze
2. P. M. 29.65 from S. S. W. heading W by S. this is truly hard luck
head winds constantly with considerable sea she does
not appear to advance any to the Southward not havi
6 P. M 29.65 made 50 miles Southing during the last 7 days her bottom
is also covered with barnacles altho it has been cleaned
once since we left home but now it is too rugged
6. A. M. 29.62 to keep a boat alongside and when we shall cross the
line is a matter of mere conjecture God only knows
when. middle part wind baffling heading W.
W. by N. W. by S. at different intervals at 11 A. M had
M 29.60 a rain squall from S. W with a shift of wind to that
quarter heading S. by E.

Lat by Obs. 5" 52 N.
Long by Chron 18" 51 W

Distance to Montauk Point ~~3760~~ miles
3600

1843 Outward Bound Passage to the Cros

Barometrical Table

Friday Septr 22nd Begins with cloudy w
2 P.M. 29.60 and a good breeze from S.W. heading S. by
the reef out the wind however knocked us
6. P.M 29.60 to S. E. at 6 P.M reefed the topsail an
ship again heading S.W. by S. middle pa
6. A.M. 29.58 at 1 A.M furled the topsail and continu
heading W. by S. and W. S. W. after dayligh
rain fell for about an hour with a rugged s
the remainder of the day a settled rain
12 M 29.58 repeatedly tacking ship endeavouring to bea
Southward

Lat by Acct
Long by Do

Saturday 23rd Begins with a rain stor
2. P.M 29.58 S.W. heading S. S. E. saw a whale spouting
distance off at half past 12 at 1 P.M set re
6 P.M. 29.58 top sail at 4 P.M ceased raining. at 8 fu
top sail middle part wind variable with
6 A.M 29.64 or two rain squalls heading principally
at 6 A.M. set reefed topsail with the wi
heading as before at 11 A.M tacked agai
to the westward at ½ past 11 a very heavy clo
from the S. when it rained in torrents with
12 M 29.60 considerable wind which however died away
no observation this day

Lat by Acct 5
Long by Do 1

Sunday Septr 24th Begins with a dead
2 P.M 29.60 the rain pouring down incessantly took in al
and reefed the mainsail a little puff of win
up from the S. about 2 P.M made sail again
the reef out of the mainsail the moon changes
at 6 P.M. and 8 minutes changing in the westwa

Outward Bound Passage to the Crosettes

rical

below the horizon or as it is sometimes termed under ground during the decrease of the moon the wind has been
29.60 constantly from the Southward and very light and has rained almost every day since the full in fact I have seen more rain within the last fortnight than in the entire time of a previous voyage of 27 months duration at 6 P.M the rain ceases and the clouds began to break away a little with a good breez from S.W heading S.S.E. middle part occasionally squalls of rain but throughout the night heading up S.S.E
29.70 at 6 A.M. another squall of rain the wind hauls to W.S.W. but soon hauls back again with pleasant weather set the topsail shaking out the reef also set topgallant after part occasional rain squalls at 11 A.M tacked
29.70 ship heading W. by S. in 15 minutes tacked again

Ship's Time 24th 9.48 P.M

Lat by Double Altitude 4"34 N
Long by Chron — 16"51 W

Monday Sept. 25th Begins with cloudy
2 P.M 29.70 overcast weather wind light from S.S.W heading S.E. by S. at 2 P.M a dark looking cloud rising on our weather quarter reefed the topsail it proved a
6 P.M 29.70 light wind squall with a shift of wind to W.N.W a fair wind once more the wind however soon died away and the rain literally poured took in mainsail and jib at 6 P.M took in foresail it being
6 A.M 29.68 almost calm a slight breath of air from the Northward however came up sufficient to keep her straight heading S. by W. at ½ past 6 reefed the mainsail and set it the wind soon hauling to the old quarter S.S.W middle part squally furled topsail heading from S.E to S.S.E. at ½ past 6 A.M. tacked ship heading W. by S. after part wind the same with clear and fine weather something unusual

1843 Outward Bound Passage to the Cru

Barometrical Table

to us about these days this morning saw a T
12 M 29.68 breaching close to

Lat by Obs
Long by Chron

Tuesday Septr 26th Begins with a fine
2 P.M 29.68 from S.S.W. steering W. by S. the weather clear an
pleasant. at 4 P.M raised a Bark on our
bow standing to the Eastward at 6 she p
6 P.M 29.65 us close hauled on the wind presume she ha

to the westward and finding it almost impo
to get to windward had determined to tac
stand to the eastward and try in that dir
by the time she has been knocking about there
as we have been they will begin to get sick o
bargain and paddle back again middle par
and very strong breezy from S.S.W heading W
W by S. furled topsail and flying jib and reefed
6 A.M 29.65 mainsail at 3 Oclock A.M had considerable l
from the E. a very rugged sea on throughout th
12 M. 29.65 at daylight wind hauls to S. heading W.S.W.
set flying jib

Lat by Obs
Long by Chron

Wednesday Septr 27th Begins with a good
2 P.M 29.65 from S. heading S. by W. set the topsai
reefed at 3 shook out the reef middle part wi
6 P.M 29.70 steady and a good breeze heading during the
from W. by S to S.W at different intervals clear
6 A.M 29.70 pleasant overhead after part clear and pleasan
top gallant sail the wind from S to S.S.
12 M 29.70 heading W.S.W.

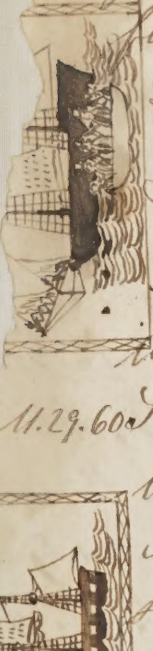
Lat by Obs 4
Long by Chron 1

Outward Bound Paſsage to the Crozettes

rical

Thursday Septr 28th

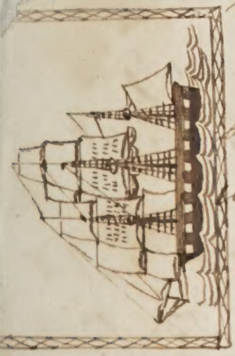
Thursday Septr 28th Begins with fine pleasant
weather wind S. S. E. heading W. S. W the wind
29.70 however is very light set gaff topsail at ½ past 6 P. M
the weather looking squally to winduward took it in
29.70 at 8 took in topgallant sail middle part wind
light from Southward heading W. by S. at 6. A. M
29.70 set topgallant sail wind in the same direction
but lighter the weather clear and pleasant.
29.60 After breakfast the wind being light hove her to and
gave her bottom a through scrubbing she was uncommon
foul clams and barnacles on her 5 or 6 inches in length



Scrubbing the Schooner

Lat by Obs 3" 40 N
Long by Chron 20" 15 W

Friday Septr 29th Begins with pleasant
weather and a good breeze from the Southward heading
P. M. 29.60 S. W. by W. at 1 P. M raised a ship on our weather
bow standing to the northward and westward
at 3 P. M the sail paſsed us standing to the North East
saw she was a bark and a Whaleman presume she
was an English veſsel bound home at ½ past 4 P. M
clued up top gallant sail and furled it to night
took some observations with the moon and Jupiter
and found according to them the chronometer slow
6 P. M 29.65 of Greenwich time one minute and three seconds
middle part good breeze heading S. W. by W and
6 A. M 29.65 W. S. W. at 6 A. M set topgallant sail after part
12 M. 29.65 wind and course the same



Lat by Obs 3" 03 N
Long by Chron 21" 19 W
Long by Lunar 21" 34 W

Distance from Montauk Point 3620 Mil

1843 Outward Bound Paſsage to the

Barometrical Table

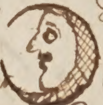
Saturday Septr 30th Begins with ple

2 P.M 29.65 weather with a light breeze from the S

6 P.M 29.70 heading S. W. by W. at 2 P. M raised

on our weather bow standing to the N
and Eaſtward one of them was a bark
exchanged signals with us showing the
Flag the other was a Ship at 6 P. M
gaff topſail middle part fine breeze fr
furled top gallant sail and reefed the
at 6 A. M shook out the reef again at 7
hauls more to the westward tacked ship
E. S. E. at 11 reefed the topſail

The Mizen Bagpiped

12 M. 29.70 First  Quarter Lat by Oby
Sea Account 0..53 P. M Long by Chron

Sunday Octr 1st Begins with fresh

2 P.M 29.70 from S. tacked ship heading W. S. W
6 P.M 29.70 moderating shook the reef out of the tops
middle part good breeze heading from W. S.
6 A.M 29.70 S. W. by W. at daylight breeze freshens and h
little to the Eaſtward to S. S. E. heading S.
12 M 29.70 6 A. M reef the topſail after part the sam
Lat by Oby
Long by Chron

Monday Octr 2nd Begins with a good

2 P M 29.70 from S. S. E. heading S. W. this evening too
observatory with the moon and Jupiter
6 P.M 29.70 found the reſult to be the chronometer
westward 50 miles at 7 shook the reef o
6 A.M 29.70 the topſail set 8 set top gallant sail mid
part wind light from S. E. heading S. S. W.
top gallant sail at 6 A. M again set it
12 M 29.65 gaff topſail after part the Same
Lat by Oby
Long by Chron

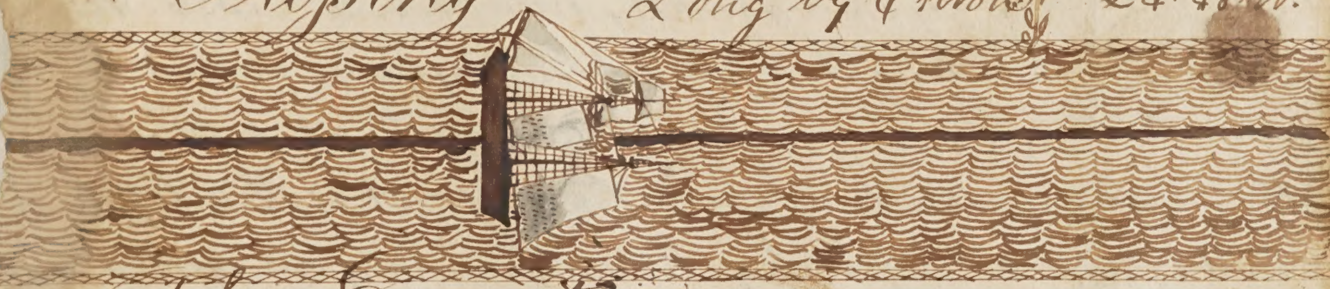
Outward Bound Paſsage to the Crosettes

ctrical

Tueſday Octr 3rd Commences with light winds
29.70 from S. E heading S. S. W. middle part took in
gaff topsail and top gallant sail the weather squally
29.70 from S. E. with rain at 6 A. M set top gallant
sail again heading S. W by S. and S. S. W.
29.70 after part wind hauls a little more to the southward
heading up no better than S. W.

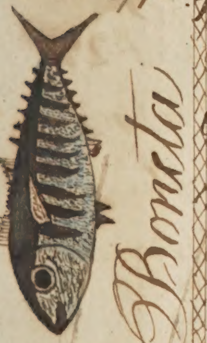
29.70 Lat by Obs 00.17 S
Long by Chron 24.48 W.

Croſsing



The Equator

Wedneſday Octr 4th Begins with a fine breeze
29.70 from S. S. E. heading S. W. and finds us at last
in South Atlantic after the unusually long
P.M. 29.70 paſsage of 71 days middle part wind freshens
a little and hauls more to the eastward heading
S. W. by S. after part heading up S. by W. this
morning caught some Bonita



Lat by Obs. 1.33 S
Long by Chron 25.36 W

Thurſday Octr 5th Begins with pleasant weather
2 P.M 29.70 wind S. E heading S. by W. and S. S. W middle part
6 P.M 29.70 strong breeze from S. E. heading S. by W. at 5 A. M
the breeze freshening furled top gallant sail
6 A.M 29.70 at 9 A M set top gallant sail again the
remainder of the day clear and pleasant with
a moderate breeze from S. E. heading the same
29.70 as the former part of the day

Lat by Obs 3.08 S.
Long by Chron 25.54 W.

1843 Outward Bound Paſsage to the Cro

Barometrical Table

Shovel Nose Shark

Friday Oct. 6th Begins with pleasant we
and a fine breeze from S.E. heading S. by W.
saw a large shovel nosed shark in our wa
but before we could get an iron ready he w
at 1 P.M furled top gallant sail at 3 set it
took some observations with Jupiter and th
which resulted in placing the chronomet
miles to the westward middle part str
breezes and squally from S.E. to E.S.E. som
heading S. by E. at 1/2 past one furled top
sail and reefed the topsail at 6 A.M th
2 P.M 29.70 moderating shook the reef out of the topsai
6 P.M 29.70 heading S. by W. with a very rugged sea
6 A.M 29.65 at 10 reefed the topsail again after part squ
12 M 29.65 wind knocking her off to S.W and S.W. by S.

The Lunars were good for nothing

Lat by Obs —
Long by Chro

Saturday Oct. 7th Begins with strong bree
2 P.M 29.65 squally weather from S.E. heading S by W. a
M wind moderates turn the reef out of the to
6 P.M 29.65 and set top gallant sail at 7 P.M reefed t
topsail middle part squally and very stron
6 A.M 29.65 breezes from S.E. furled the top sail a very
rugged sea running, heading S. by W. at 7
set reefed topsail at 9 furled it again after
squally and strong breezes from S.E. heading

Portuguese Man of War

Lat by Acct —
Long by Chron

Sunday Oct. 8th Begins with very strong
2 P.M 29.70 from S.E. heading S. by W and a very rugg
heaving in from the southward and eastward
6 A.M 29.70 2 P.M single reefed the mainsail and to

Outward Bound Passage to the Crozettes

etrical

bonnet off the jib at 4 P. M the wind moderating shook the reef out of the mainsail the sea also
M 29.70 began to subside a little also set the topsail
reefed at 7 furled the topsail again at 9 P. M
set it again reefed, middle part fresh breezes from
S. E. steering S by W. with the sheet started the sea
also subsides considerably at 8 furled the topsail
and took the bonnet off the jib steering S. S. W. at 10 A. M
set the topsail reefed again steering as before, during the
increase of the present moon during the first seven days
had very light baffling winds from S. to S. S. W. the
29.65 last seven days strong breezes from the S. E. the greater
part of the time reefing the topsail to it with rugged
weather after part wind moderating very fast

Ships Time 9h 32' A. M

Lat by Obs	8" 15 S.
Long by Chron	27" 30 W

Monday Octr 9th

Begins with very moderate
2 P. M 29.63 winds from S. E. steering S. S. W. at 1 P. M shook
the reef out of the topsail and set top gallant sail
at 2 P. M raised a sail from the mast head as far
as the eye could reach & bound to the northward
could not make out what she was the wind
hauls more to the westward at 5 P. M furled top
gallant sail the wind breezing up and hauling to
6 P. M 29.65 S S. E. heading S. W. by S. middle part strong
breezes and squally from S. E. steering S. S. W. reefed
6. A. M 29.68 the topsail and single reefed the mainsail at ½ past
6 A. M shook the reef out of the topsail after part
busily employed in repairing the mainsail which
M 29.68 when completed shook the reef out and set it also
the top gallant sail

nce from Montauk
t 4260 Miles

Lat by Obs	9. 57 S
Long by Chron	28. 20 W

1843 Outward Bound Passage to the Cros

Barometrical
Table

Tuesday Octr 10th
Tuesday Octr 10th Begins with very lig
6 P. M 29.68 winds from S. E. heading S. by W. set the g
topsail at 8 P. M. took it in again middle
6. A. M 29.68 wind light heading as before at 7. A. M the w
looking squally to windward furled the top
sail and reefed the topsail. this morning
a Tunis for breakfast at 8 A. M raised a s
directly ahead heading toward us she was a
rigged brig with a white waist after neari
she run off dead before the wind for a short
as tho afraid of us finding we did not alter
course she hauled up on the wind and we e
signals with her believe she was a Frenchm
at 9 shook the reef out of the topsail also set
gallant sail the brig hauled up N. and crossed o
at 10 the wind hauls to E. S. E set the square s
12 M 29.70 steering S. by W. after part wind dying away.

Lat by Obs.
Long by Chron 2

Wednesday Octr 11th
Wednesday Octr 11th Begins with very li
2 P. M. 29.70 winds from E. S. E. steering S. by W. at 2 P. M
wind hauls to N. E. took in the foresail and u
it and bent another in its place to prepare for r
6 P. M 29.70 weather at ½ past 3 P. M had a squall from
with a shift of wind to S. S. E. heading S. W.
took in the square sail and set foresail and
6 A. M 29.70 the wind however continued very light and ba
at 4 P. M sent down the top gallant yard and
the lift having parted the lift at 8 P. M a bre
sprung up from the eastward steering S by E. mi
part wind the same with a heavy shower of rai
however lasted but a few minutes at 6 A. M
gaff topsail at 7 sent up top gallant yard

Outward Bound Paſsage to the Crosettes

tical

set the sail with a good breeze steering S by W
9.70 after part wind and course the same

Lat by Ob. 12" 33 S
Long by Chron 28.. 46 W

Thursday Octr 12th Begins with light breezes
29.70 from E. S. E. heading S. altered her course to
S. by E. at ½ past 3 set the square sail at 4 P.. M
M 29.70 took it in again the wind heading her off a little
middle part wind very light from E.. S. E almost calm
9.68 steering S. at ½ past 6 this morning one of the
Portuguese named Manuel whilst fishing on the
flying jib boom fell overboard a rope was thrown
him as he paſsed the quarter and he was taken
in uninjured altho terribly frightened after part
29.70 wind the same steering S. by E.

Lat by Oby 13 · 18 N.
Long by Chron 28" 47 W

Friday Octr 13th Begins with very light airs
2.P.M 29.70 from E. S. E. steering S. by E. the weather excessively
hot and sultry middle part wind the same and
6. P.. M 29.70 light at ½ past 4 A. M the wind hauls to E. and
freshens set the square sail at ½ past 6 the
6. A.. M 29.70 wind hauls back again take in the square sail
after part, wind breezes up from E. S. E. steering S. by E
12.. M 29.70 with considerable head sea

Lat by Ob. — 14 · 14 S
Long by Chron 28 : 20 W

Saturday Octr 14th Begins with strong breezes from
M 29.70 E. S. E. steering S. by E. at 1 P. M the weather looking
squally took in gaff topsail at ½ past 4 P.. M raised
a sail two points on our weather bow heading
toward us in about an hour she paſsed us
70 about 5 miles off close hauled on the wind she

Barometrical Table

proved to be a brig with white waist at 5
furled top gallant sail as the breeze freshen
and the weather looked squally to windw
middle part fresh breezes from E. S. E. steering
at 5 A. M set top gallant sail after part wi
and course the same but the wind becoming light

12 M 29.76

Lat by Obs. 16
Long by Chron 2

Sunday Octr. 15th.

Begins with light bree
2 P. M 29.76 from E. S. E. steering E. by S. with considerab
swell heaving in from the Westward at ½ past
had a fresh puff of wind and a slight dash of rai
the Eastward with a shift of wind to that direc
set the squaresail steering as before at 3 P. M sq
hauled up the square sail the wind haulin
Eastward at ½ past 5 P. M. raised a sail on
lee bow heading toward us run down toward
6 P. M 29.70 in about half an hour ran down to him and found
him to be a Frenchman did not speak him but
exchanged signals with him. middle part strong
breezes from E. furled the top gallant sail and
reefed the topsail. this morning took several sets of
6 A. M 29.70 observations with the Sun and Moon and the mean
of them placed the Chronometer 10 minutes 57 seconds
to the Westward. in other words too slow but as the
distance was very great can not yet place much dependence
12. M 29.70 in them after part wind and course the same

Lat by Obs 15. 15
Long by Chron 38.
Long by Lunar 31.

Monday Octr. 16th.

Begins with pleasant
2 P. M. 29.70 wind E. N. E steering S. set the square sail
top gallant sail at 6 P. M altered her cou

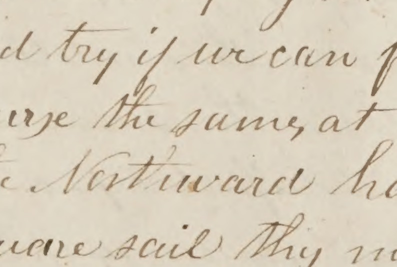
Outward Bound Passage to the Crosettes

ueal

S. W. by S intending to make Martin Vas. or
29.75 Trinidad in the course of the day and ascertain
the error of our chronometer if any exist at ½ past
6 took in the mainsail a squall coming up from
M.29.70 windward at ½ past 7 furled the top gallant
sail and reefed the topsail middle part
good breeze from N. E. at 2 O clock shook the reef
out of the topsail set top gallant sail and main
sail this mornin took several observations with the
moon. and the result placed the chronometer $\overset{m}{6}.\overset{s}{15}$
.76 too slow after part steering S. S. W

Lat by Obs.	20.00 S
Long by Chron	28.30 W
Long by Lunar	30.00 W

Tuesday Octr 17th Begins with a good breeze
29.76 from N. E. steering S. S. W. kept this course untie
3 P. M when our Longitude according to the chronometer
being about up and nothing to be seen from the mast
M 29.70 head that looked like land hauled her up S. as
the Latitude was not quite up at sunset our latitude
and Longitude were both about up and nothing that looked
like land and the chronometer is evidently wrong. kept
on S. until ½ past 7 P. M when we hauled her up
to S. E by S. taking in the square sail and setting the
6 A. M. 29.70 jib, ~~and~~ shaping our course for the Trystean Islands
and try if we can find them middle part wind and
course the same, at 6 P. M the wind hauls a little to
.M 29.70 the Northward hauled down the jib and set the
square sail this morning took about 20 Lunar
observations and the mean made the chron. $\overset{m}{4}.\overset{s}{40}$ too slow



Lat by Obs	21.. 21 S
Long by Chron	27.. 40 W
Long by Lunar	28.. 50 W

1843 Outward Bound Paſsage to the Crosei

Barometrical Table

Wednesday Octr 18th Begins with pleasan
2 P. M 29.70 weather and a fair wind tho light from N. E
Last steering S. E. set the square sail took in the j
and forsail middle part good breeze wind a
course the same. this morning took 4 Sets o
Quarter of Lunar observations and the result made
Wind springs up from N. E at the same time chronometer $\overset{m}{6}.\ \overset{s}{0}2$ slow of Greenwich time
at 11 A. M raised a sail from mast head
6. P. M 29.70 directly astern about 15 miles off heading to
6 A. M 29.70 us could not make out what she was afte
12 M 29.75 good breeze from N. steering S. E.

Lat by Obs. 2
Long by Chron 2
Long by Lunars 2

Cask of Bread 574 lbs neat

Thursday Octr 19th Begins with a fine br
2 P. M 29.75 from N. steering S. E. at 2 P. M went up to mast
6. P. M 29.75 to look for the vessel we raised this morning but
not see any thing of her middle part wind in
same direction but growing lighter at ½ pas
A. M took in the mainsail at 6 A. M
her course to S. E. by S. and commenced b
out the forward hold for bread and wa
also to fill the empty water casks with
6. A. M 29.82 water having the boats all out one over the s
and one on each side at ½ past 7 raised a s
on our weather quarter with studding s
alow and aloft bound in the same direc
set the mainsail and luffed up a litt
intending to speak her in the course of the d
12 M 29.82 if poſsible obtain some oil as we are using p
to burn

Lat by Obs
Long by Chron

Outward Bound Passage to the Crozettes

ical

Friday Oct 20th Begins with light
29.75 beeze from N. steering S.E. the ship having come
up on our quarter lowered a boat and proceeded
on board when she proved to be the Dutch
Indiaman Het Goede Vertrouwen of Amsterdam
bound to Batavia obtained from him a jug of cocoa
nut oil also found out that our chronometer was
105 miles to the Eastward their longitude being
27°. W. by Lunar 26°.50' by Chronometer they also
made Trinidad so that there can be no doubt of
it. at 5 P.M jibed over the main boom the wind
.80 hauling N.W at 7 took in the mainsail middle
part light winds from N.W and calm at 6 A.M a
dead calm lowered one of the boats and scrubbed her
29.88 bottom the Indiaman still in sight from mast
head. at 8 P.M. a light breeze sprung up from E. made
all sails steering S. after part light baffling wind
29.88 from E.S.E heading S.

Lat by Obs ~~34~~ 23.36 S
Long by Chron 24.40 W

Saturday Oct 21st Begins with calm weather
S. 11 29.88 a light breath of air from E.S.E. heading S. the
sail we spoke yesterday still in sight from the
fore yard at 3 P.M. breezes up a little another sail
heave in sight four points on our lee bow can not
tell what she is or whither bound presume however
she is coming this way both can be seen from
off deck at 5 P.M a squall of wind from S.S.E heading
S.W. by S. the vessel last raised turns out to be
9.86 a hermaphrodite brig bound to the N.W. with
studding sails set alow and aloft also gaff topsail and
main topmast stay sail at 6. P.M took in mainsail
.80 and top gallant sail at 7 reefed the topsail the

1843 Outward Bound Paſsage to the Cr

Barometrical Table

weather looking threatening to windward,
part light baffling airs and calm at 6 A.
squally and strong breezes from S. E. headi
S. S. W. furled the topsail having set the n
at 8 P. M. at 7 considerable head sea heaving i
the S. E. took the bonnet off the jib and reefed
mainsail after part the same. to day apply
new correction of 5 minutes and 17 seconds additi
12. M. 29.80 to the chronometer

Lat by Ob
Long by Chron 2

Sunday Octr 22nd Begins with very strong bre
2 P. M 29.80 from S. E. and a rugged sea on heading S. W.
6 P. M. 29.80 at 3 P. M. shook the reef out of the mainsail at 4 P.
6 A. M 29.9 reefed it again this afternoon saw an Albatr
the first time since we left home middle,
strong breezes from E. S. E. heading up S. shook
reef out of the mainsail at 6. moderates a
set the topsail reefed ½ past 9 A. M furled
top g sail to ease her in pitching th
an ugly rugged sea on saw the Dutch Ship
M. from the topsail yard she is however out o
this morning after part clear and strong bre
12. M. 29.93 from E. S. E. steering S.

An Albatross

Lat by Ob
Long by Chron

Monday Octr 23rd Begins with squ
2 P. M 29.93 weather from S. E. by E. heading S. reefed t
mainsail the sea continuing very rugged at
6 P. M 29.93 1 set the topsail reefed at half past 3 P. M fu
6. A. M 29.99 topsail again the breeze freshening a 9 A. M
in the flying jib and furled it middle fr
strong breezes and squally from S. E. wit

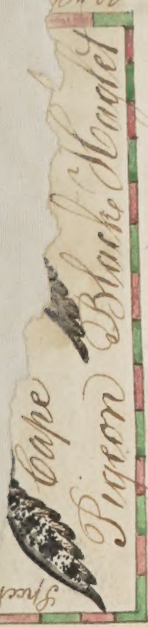
utward, Bound, Passage to the Crosettes

heading S. a short. ugly sea running at 6 A.M. the weather moderates set the flying jib again the Moon changes this morning at $5^h.58^m$. A.M. Ships Time changing in the westward and below ground during the decrease of the Moon the wind has been principally from E. to E.S.E. varying however to N. and very light. with the exception of the last three days when we have had very strong breezes from E.S.E. to S.E. This morning saw several black and speckled haglet or Cape Pigeons after part. the breeze freshens considerably hauling a little to the Eastward heading up S by E. the sea also increases

30.00 considerably at 11 furled the flying jib remainder of the day squally

Lat by Acct 27.20 S
Long by Do. 27.50 W

2 P.M 30.00



Tuesday Octr. 24th. Begins with strong breezes and squally weather from E.S.E. heading S. by E. with a very rugged sea on at 3 P.M set the flying jib and kept off to S. by W. owing to the heavy sea at 4 the weather moderates a little at 6 breezes up again furled the ~~jib~~ flying jib middle part strong

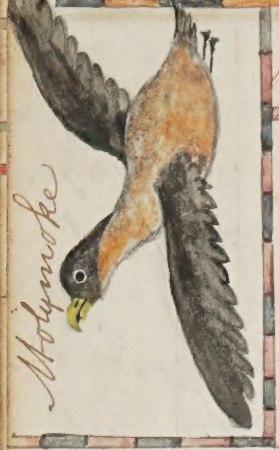
P.M 30.00 breezes from E. with a heavy sea running steering S.

6 A.M 30.00 at daylight begins to moderate at 6 P.M set the flying jib and shook the reef out of the mainsail the sea also begins to subside steering as before. at 7 set the topsail reefed and sent down top gallant mast and yard also sent down main topmast. after part moderate weather the sea almost gone down steering as before

Lat by Obs 29.19 S
Long by Chron 27.25

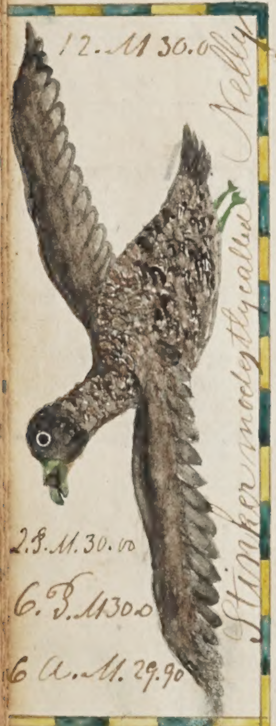
.10

1843 Outward Bound Paſsage to the C



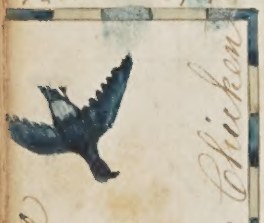
Wednesday Octr 25th Begins with pleas
and a fine breeze from E. steering S. by E.
has alſo gone down. to day saw a Molymoke
firſt time this voyage at 1/2 paſt 3 P.M tu
reef out of the topſail. saw some stinkers th
and various other birds belonging to high lati
2 P.M 30.00 middle part wind light from the Eaſtwa
6 P.M 30.00 1/2 paſt 4 A.M. wind hauls to E. N. E. h
6 A.M. 29.98 up to S. E. the sea has gone down entirel
12 M 30.0 part wind very light and hauls to E. he a
S. S. E.

Lat by Obs
Long by Chron

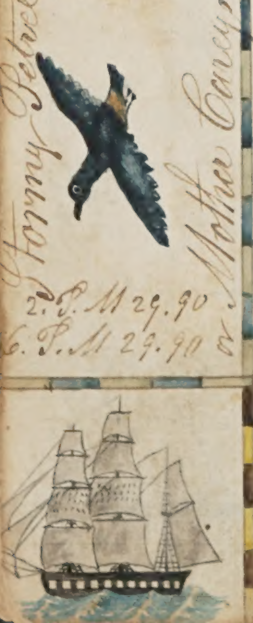


Thurſday Octr 26th Begins with
from the Eaſtward almoſt a calm th
clear and pleaſant heading up S. S. E
to 8 P.M the, wind hauls to the Northwa
2 P.M. 30.00 up S.E. middle part wind light from
6 P.M 30.0 to N. steering S. E. by E. the weather
6 A.M. 29.90 quite cool "the pleaſant. after part clear
12 M 29.90 pleaſant wind moderate and in the s
direction courſe the same at 11 P.M
a sail from the fore yard on our weat
apparently a square rigger and headi
same direction we were

Lat by Obs
Long by Chron


Stormy Petrel or Mother Careys Chicken

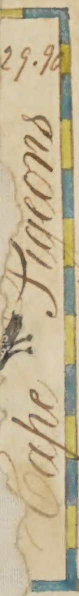
Friday Octr 27th Begins with very ligh
N. N. E. steering S. E. by E. the sail raiſed
2 P.M 29.90 morning proved a bark. at 2 P.M raiſed
6 P.M 29.90 sail directly aſtern could not make out
way or in what direction she was bound to d
the main rigging on the larboard side at 1/2 pa



Outward Bound Paſsage to the Crosettes

ical

a light breeze springs up and having set up the rigging set
29.90 the mainsail at 7 P.M a dead calm took in all sail
except the topsail to keep it from being flapped to pieces
at 11 P.M a little puff sprung up from N.N.E. again
made sail steering S.E. by E. middle part little
or no wind at daylight saw both sail raised
yesterday one on our weather beam the other on
our lee quarter they were both barks and heading
S.E. at 6. A.M. set the square sail having altered it
so as to hoist and furl from deck instead of being attached
9.90 to the fore yard as previously wind hauls to N. latter
part overcast and hazy



Lat by Obs. 32" 09 S
Long by Chron 25" 14 W

Saturday Octr. 28th

Begins with moderate breezes
from N. steering S.E. middle part good breeze
90 from N. steering S.E. by E. at daylight clear and
9.95 pleasant. breeze freshens a little from the same direction
9.88 after part weather the same beautiful over head
29.90 steering S.E. after part wind and course the same

Lat by Obs. 33. 25 S
Long by Chron 23" 13 W

Sunday Octr. 29th

Begins with a fine breeze from
9.90 N. Steering S.E. this afternoon took several sets of
observations the first set made the Chronometer too
slow independent of the last corrections $\overset{m}{8}$ " $\overset{s}{33}$. the second
$\overset{m}{9}$.$\overset{s}{01}$ the third $\overset{m}{6}$.$\overset{s}{56}$ the horizon was however not very
good also saw a school of Porpoises but could not obtain
29.90 one at 5 P.M raised a sail astern of us at 7 he was on
on our quarter and proved a large ship with
royals and studding sails set standing to the
Eastward presume he was an outward bound
Indiaman the breeze also freshens a little

1843 Outward Bound Passage to the Croset

Barometrical
Table

middle part strong breeze from N. steering
6 A. M. 29.80 at day light the ship last seen on our quarte
out of sight after part wind the same
and steady from the Northward steer
S. E. from 11 to 12 the breeze slackens a lit

12 M 29.80

Lat by O by.
Long by Chron

Monday Octr 30th Begins with a mo
2 P. M 29.83 breeze from N. steering S. E at 1 P. M alter
6 P. M 29.83 course to S E. by S. at 4 P. M wind hauls
westward a little reefed the mainsail the
quarters to night one hour and eighteen m
nautical time at 5 cloudy and overcast g
quite chilly at 6 took in foresail middle p
wind lighter from N. at 1 A. M. reefed the
6 P. M. 29.87 the weather looking squally at ½ past 1 wind
12 M. 29.87 to S. E. with rain took in square sail and
and foresail rained the remainder of the n
6 A. M dead calm took in all sail but the
at 10 A. M. a light breeze sprung up from the
set the foresail and shook the reef out of the t
a long heavy swell setting in from the w

First Quarter

Weather changes and
the wind shifts
at the same time

Lat by O by
Long by Chron

Tuesday Octr 31st Begins with very lig
from N. steering S. E. by S. with every pro
another calm middle part breeze freshen
2 P. M 29.87 S. E. by S. at day light altered her course
by E. set the foresail and flying jib al
6 P. M. 29.84 mainsail reefed at 6 A. M clear and
6 A. M. 29.80 with a good breeze from N. to day took sever
Lunars the result of which was the mean
making the Chronometer 7m.26s too slow of

1843 Outward Bound Paſsage to the Crossetes

Barometrical
Table. corrections should these prove true the chronometer would
be much better overboard as in that case she would not
be thought of consequently no dependence whatever would
12 M 29.68 be placed in her at ½ past 7. A. M shook the reefs out of
the mainsail at ½ past 9 A. M altered her course to E. by S
took in the square sail

Lat by Obs 37.07 S
Long by Chron 17"31 W

Wednesday Novr 1st Begins with strong breezes from
2 P. M 29.68 N. steering E. reefed the topsail the wind hauling a little
to the eastward at 2 P. M ~~four~~ reefed the mainsail at
½ past 3 breezing up furled the topsail at 6 P. M took the
6 P M 29.60 bonnet off the jib at 7 furled the flying jib at 10
strong breezes and very rugged sea took in the main
6 A. M. 29.44 sail and set the trysail at 1 A. M very hazy weather
single reefed the foresail at 5 A. M shook the reef
9. A. M 29.46 out of the foresail at 6 the barometer much lower
than at any previous time this voyage at 10 reefed the
12 M 29.46 foresail at half past 11 bobbed the jib

Lat by Account 37"07 S
Long by Do. 15"10 W

Thursday Nov 2nd Begins with a gale of wind from
2 P. M 29.46 N. to N. by E with rain at 1 P. M reefed the jib laying
to under reefed foresail and trysail with larboard tacks
6 P M. 29.46 on board heading N. E. by E. with a heavy rugged sea on
12 Midnight 29.50 middle part rainy thick weather at 4 A. M the wind
6 A. M. 29.46 lulls shook the reef out of the jib and foresail at 6
the sea begins to subside considerably took in trysail
and set reefed mainsail the weather still continu
thick and squally with rain steering E. by S. after
part weather thick and raining with heavy squalls took
12 M 29.40 in mainsail and both jibs and hove her to at 12 M

Lat by Acct. 37. 08 S
Long by Do 13. 35 W

1843 Outward Bound Passage to the Crozetts

Barometrical Table

Friday Novr 3rd Begins with thick rainy weather
2 P. M 29.34 blowing a gale of wind from N.N.E the schooner
laying to under a foresail heading E. by N. at 1
P. M. set the trysail and reefed the foresail also
6 P. M 29.38 reefed the trysail at 2 P M wore ship blowing very
fresh heading N. W. by W at 6 the wind moderates
6 A. M 29.38 and the sea begins to subside but raining
constantly with a heavy sea heaving in from the
Northward at shook the reef out of the trysail and foresail
at 10 wore ship heading N. E with heavy weather
the sea still continues from 12 to 4 moderates set
the jib took in trysail and set mainsail with jib
and flying jib at 6 A. M squally took in flying jib
at 8 moderates fog breaks away and lightens up
12 M 29.40 set the flying jib after part the weather moderates

Lat by Obs 36.52
Lng by Chron 12.48

Saturday Novr 4th Begins with pleasant weath
2 P. M. 29.40
4 P. M 29.40 but considerable sea on finding that we were to the
Northward of the Islands loosed the topsail shook the
10 P. M 29.30 reef out took in foresail and set square sail and
altered her course to S. E. by S the wind about N. N.
6 A. M 29.44 at 1 P. M the land was visible directly ahead about
30 miles distant in half an hour the other two islan
of the Tristan Group were raised the first one bein
the Island of Tristan D'Acuna shook the reef ou
of the mainsail at ½ past 1 jibed over the main boom
steering S. E. the island bearing S. E. by E. the wind kept
hauling to the Southward and finally hauled to
S. W. at 4 it became very thick and foggy took in the
square sail and set the jib the barometer still
continuing very low tacked ship heading W. by N.
and lay with the jib to the mast all the islands

Laying Off the Island of Tristrian D: Acunha

Barometrical Table

10 A.M 29.50

Blue Jay of the Southern Ocean

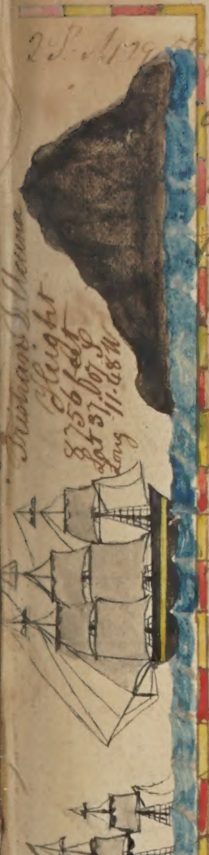
completely shut in by the fog furled the topsail also reefed the mainsail at 8 breezes up very fresh hove to under a single reefed foresail and reefed trysail head to S. W. at midnight blowing hard with short bellys and thick fog at 5 wore ship heading E. S. E the fog lights up and the weather moderates at 6 A. M took in the trysail and set the mainsail bobbed also set the jib no land in sight from aloft at 8 set the mainsail reefed at 9 set flying jib at 10 shook the reef out of the mainsail with considerable sea on after part thick and overcast toward noon breaks away again

12. M 29.50

Lat by Obs	36.47 S
Long by Chro	12.15 W

Sunday Nov

2 P. M 29.



Sunday Nov 5th Begins with moderate breezes from S. S. W a very rugged sea on steering S. E by S. at 1 raised land on our weather bow broad on the bow ~~on~~ reefed the mainsail and kept her off to E by S. in an hour afterward raised another island further to windward they proved to be Tristran D. Acunha its lofty summit towering far above the clouds. found that whilst laying to last night we drifted considerably to the northward there being a current here setting to the northward at the rate of one and an half to two knots at 3 P. M raised a sail on our weather bow heading toward us she proved to be a bark a Whaler with bright waist under close reefed topsails within about 15 miles of the Island she was stowing down oil at 4 lowered the topsail raised two more sail one on the weather bow the other on our lee bow both whalemen standing in toward the Island one a ship the other a bark at 4h. 46m P. M took ~~six~~ five altitudes at 5.55m P. M the Island bore S. by W by compass. being due South worked the Altitudes up

1843 Off the Island of Tristran D'Acunha

Barometrical Table

6 P.M 29.55

6 A.M 29.55

10 A.M 29.60

11. A.M 29.60

when our Chronometer gave the exact longitude of Tristran D'Acunha according to the corrections obtained from the Dutch Indiaman her correction being this day 5 minutes and thirty two seconds additive and losing daily three tenths of a second when we obtained the altitudes we were 21 miles to the northward of the island the island of Inaccessible also plain in sight, middle part the wind dying away and the sea running down at 10 P.M take in foresail and mainsail almost a dead calm at 4 A.M a light breeze spring up from N.W. steering S.E. at 6 Tristran D. Acunha plai in sight bearing S.W. by W by compass about 35 miles distant at 11 P.M passed another ship under easy sail in examining again the chronometer time by which we made the longitude I detect an error in the application of the one hours run of the ship between the time when the altitudes were taken and the time when the reckoning was up when the islan bore due South the run should be subtracted from the longitude found at the time of taking the altitud as she was sailing due East which would give the longitude 11.37 being difference of 11 miles since we spoke the Indiaman having lost 44 seconds in 15 days her true correction therefore is 6 minutes and 17 seconds additive this day and losing daily 3 seconds and 3 tenths of a second at 10 A M light rain squalls from N.W. to N.N.W. the breeze freshens a little the island shut out entirely after part the breeze freshens course the same

The Island of Inaccessible
Lat 37.20 S
Long 12.16 W

Lat by Obs. 36.57
Long by Chron 11.40

Distance from Montock Point 5460 miles -

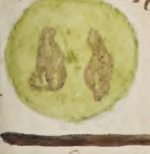
1823 Outward Bound Paſsage to the Crosettes

Barometrical Table

Monday Novr. 6th. Begins with cloudy overcast weather
2 P.M 29.55 and a good breeze of wind from N.W. steering S.E.
6 P.M 29.55 going dead before it under squaresail and topsail
6 A.M 29.45 middle part strong breeze from N.W. steering S.E. at 2 O clock
the wind hauls to S of W. took in square sail and topsail
and set foresail and reefed mainsail with the jib at
4 set the topsail reefed at 6 shook the reef out of the topsail
hauled down the jib and set the squaresail with a
good breeze from the westward at 10 A.M the breeze
freshens and weather looks squally to windward reef the
topsail after part a squall from the westward then clear
12 M 29.45 and pleasant

Lat by Obs. 37"57 S
Long by Chron 8"13 W

Tuesday Novr. 7th. Begins with pleasant weather and a
2 P.M 29.42 fine breeze from W.S.W. steering S.E. with a short rugged
sea at 2 P.M squally weather furled the top sail
at 3 reefed the square sail at 5 breeze freshens with a
heavy sea took in mainsail and set the trysail
6 P.M 29.30 at 6 P.M reefed the foresail the barometer down
very low and constantly falling took in the waist boat
4 A.M 29.26 and prepared for bad weather middle part very strong
breezes from W.S.W and heavy squalls with rain and
6 A.M 29.32 hail took in trysail and let her go under reefed foresail
and reefed square sail a very heavy sea on after part
12 M 29.30 violent and severe squalls with a tremendous sea running



Lat by Obs. 38"08 S
Long by Chron 4"50 W

Wedneſday Novr. 8th. Begins with heavy squally weather
2 P.M 29.30 from the W.S.W and a tremendous sea on scudding
4 P.M 29.40 before it under reefed foresail and reefed square sail
at 4 the barometer begins to rise and the weather to
5 P.M 29.30 moderate a little at 6 wind increases together with the

1843 Outward Bound Passage to the Crosettes

Barometrical
Table

sea took in the ~~fersail~~ squaresail and set the tri
10 P.M 29.50 sail reefed then hove her to starboard tacks on board
6 A. M 29.72 at 10 P. M the weather begins to moderate and the
sea to subside at 12 set the trysail reefed and square
sail reefed and put her off heading East at 6 A.M
the wind hauls to S. S. E. still moderating set whole
ware seil and reefed mainsail shook the reef out
the foresail at 8 set the jib and put the bonnet
a heading E. by S the moon fulled yesterday at
4^{h} „ 22^{m} A. M. during the increase of the present moon

12 M. 29.72 we have had a continual succession of strong
northerly winds varying from N. E. to N. W with a
great deal of bad weather after part wind growing
lighter and hauling to the Eastward

The Emeline
scudding in a
gale of wind off
Lennon Reef

Lat by Obs 37. 19 S
Long by Chron 2. 15 W

Thursday Novr 9th Begins with very light winds
2 P. M 29.72 from S. S. E. heading E. the wind constantly becoming
lighter with every prospect of a calm in store for us
6. P. M 29.75 at 6 the wind continues very light and hauls N. E.
tacked ship heading E. by S. took off the mainsail
and bent another and set it reefed. middle
6 A. M 29.68 part wind very light wind and course the same
at daylight cloudy and overcast wind light from
the same direction the sea entirely gone down
after part wind freshens a little steering S. E. by E.
this morning saw several killers close to also obtained
a fresh mess of birds for dinner

12 M. 29.68

Lat by Obs 37.31 S
Long by Chron 1.26 W

2 P. M 29.68 Friday Novr 10th Begins with cloudy overcast weather
and a moderate breeze from N. E steering S E. by E.
a great many sea fowl of various kinds constantly

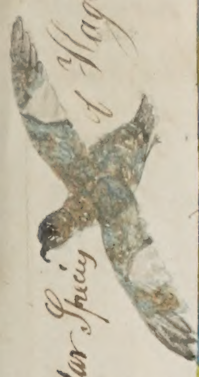
1843 Outward Bound Paſsage to the Crosettes

Barometrical
Table

in sight and the weather becoming quite cool and
chilly at 6 P. M furled the topsail at 8 the weather
6. P. M 29.68 looking very threatening and the barometer falling
very fast took the bonnet off the jib and reefed the
mainsail middle part wind hauls to E. N. E.
with a light drizzling rain at 6 A. M. furled the
6. A. M. 29.30 flying jib the rain sets in with a thick fog very
disagreeable weather after part wind dies away
and leaves us entirely becalmed took in all sail a very
12. M 29.27 thick fog on

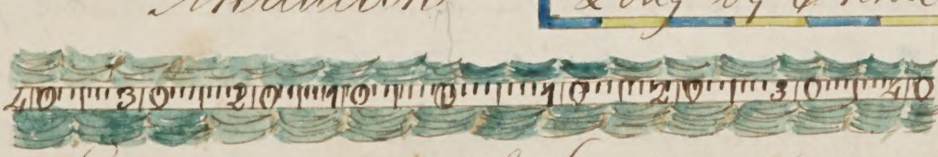
Lat. by Acct 38.18 S
Long by D° 00.31 W.

Saturday Novr 11th Begins with a light breeze from
2 P. M 29.27 N. W. immediately made sail again steering E. S. E.
the fog still continuing very thick at 2 P. M took in fore
6 P. M 29.25 sail and put her directly before the wind under reefed
square sail and topsail reefed steering S. E
the breeze gradually freshening and from the state of
the barometer every prospect of another scudding
match at 7 P. M the fog breaks away and lightens up
middle part wind and the course the same at
4 A. M. the barometer begins to rise shook out the
reef in the square sail also the reef in the topsail
to day saw, to day saw a singular species of Haglet
6 A. M 29.35 the first and only one of the kind we have ever seen.
at 6 set the mainsail reefed at 10 shook the reef out of
12 M 29.35 the mainsail after part the same


Singular Species of Haglet

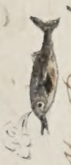
Crossing the
Meridian

Lat by Obs 39.08 S
Long by Chron 1.35 E.

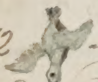


2 P. M 29.35 **Sunday** Novr 12th Begins with fine weather and a
moderate breeze from N. W. steering S. E. at 1 P. M took in
6 P. M 29.45 the mainsail and furled it the wind being directly aft

Barometrical Table



at 2 P.M. saw whales blowing on our weather beam
about two miles off also turning flukes presume they
were right whales middle part wind hauls to
W. N. W. course the same at 2 P.M set the mainsail
reefed at 6 shook the reef out at 7 took in the
mainsail at 8 light rain squalls from W. N. W
this morning fastened to a porpoise but lost him
again also altered her course to E. S. E. after part
occasionally cloudy and overcast the breeze gradually
6 A.M. 29.35 freshening with rain squalls from 11 to 12 clear and
12 M 29.35 pleasant



Lat by Obs. 39.38 S
Long by Chron 3.56 E.

Monday Novr 13th Begins with pleasant weather and
2 P.M 29.35 a fine breeze from W. N. W. steering E. S. E. at 6 P.M the
weather looking very squally reefed the topsail and
6 P.M 29.40 squaresail middle part wind hauls to S W. and
quite fresh tho steady shook the reef out of the topsail
6 A.M. 29.55 and squaresail set the foresail at 5 A.M set the
12 M 29.60 mainsail reefed after part wind hauls back to W
took in the mainsail and foresail

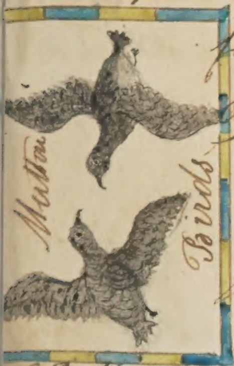
Lat by Obs 39.23 S
Long by Chron 6.40 E

Tuesday Novr 14th Begins with moderate breezes
2 P.M 29.60 from W. steering E. S. E. at 2 the wind hauls a little
to the Southward set foresail and mainsail at 3 it
hauls back again took foresail and mainsail in again
6 P.M 29.60 the wind becoming lighter and lighter middle part
6. A.M 29.80 wind light and hauling to the Southward at 10 wind
S. S. W took in square sail and set the jib at daylight
the wind light and baffling at 8 A.M hauls to
S. E. heading E. N. E at 1/2 past 7 A.M raised a sail
on our weather quarter a brig heading to the

1843 Outward Bound Passage to the Crosettes

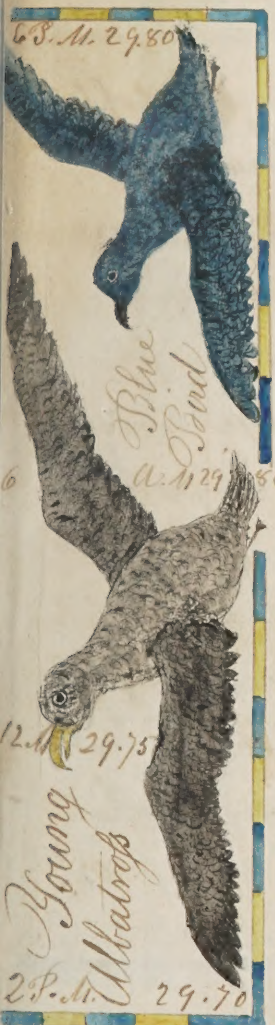
Barometrical Table

Eastward apparently a merchantman in hopes we
12 M. 29.80 should be enabled to speak her and obtain a little oil
for the binnacle our cocoa nut oil chilling almost as soon
as heated after part the same


Mutton Birds

Lat by Obs 38 · 56 S
Long by Chron 9 .. 00 E.

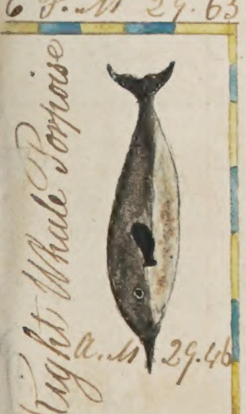
Wednesday Nov 15th Begins with light breezes from
23 M 29.80 S. E. at past 12 tacked ship heading S. at 5 P. M saw a
school of Porpoises breaching about ½ a mile to
windward they did not however come near us
the brig raised this morning almost out of sight
to windward at 7 P. M wind hauls to E. N. E.
heading S. E. and breezes up reef the topsail middle
part wind and course the same at 5 A. M. the
weather looking squally reef the mainsail the
6 A. M 29.80 morning quartered this morning the last quarter
at 3 h 13 m A. M. Ships Time after part wind and
course the same


6 S. M. 29.80
Blue Bird
12 M 29.75
Young Albatross
2 P. M. 29.70

Last Quarter

Lat by Obs 39. 52 S
Long by Chron 10 .. 22 E

Thursday Novr 16th Begins with pleasant weather
and a good breeze from E. N. E. steering S. E. and very
little sea on at 1 P. M. shook the reef out of the mainsail
at 4 shook the reef out of the topsail at 8 P. M reef
6 P. M 29.65 the topsail again middle part cloudy and overcast
the barometer constantly falling middle part wind
hauls to N. E. steering E. S. E. at ½ past 4 A. M a
drizzling rain sets in and bids fair to continue the
remainder of the day after breakfast it being almost
A. M 29.46 calm scrubbed her at 10 brace forward with a breeze
from N. N. W steering E. S. E. at half past 11 A. M saw a
school of black fish and porpoises lowered the boats


Right Whale Porpoise

12 M 29.40

Lat by Obs. 40.19 S
Long by Chron 11.45 E

1823 Outward Bound Passage to the Crozetts

Barometrical Table

Friday Novr 17th Begins with cloudy overcast
2 P.M 29.40 weather laying too for the boats at 1/2 past one P.M.
they returned each boat having taken a large Black
Fish hoisted them on board and braced forward
with a good breeze from N.N.W. steering E.S.E.
cut up the fish stowed away the blubber and clean
up decks at 4 P.M. set the square sail and hauled

6 P.M 29.30 down the jib at 5 P.M the fog lights up rapidly on
6 A.M 29.20 the lee quarter reefed the topsail and took in foresail
and mainsail wind hauls to the Westward middle
part wind very fresh from W.N.W. with a heavy sea
at 10 P.M. reefed the squaresail at 12 midnight foggy
furled the topsail at 4 A.M. set the foresail
reefed at 8 A.M set the jib bobbed at 10 the fog
and mist light up the clouds begin to disperse and
the sun bursts forth once more in all his majesty
the breeze strengthens with a heavy sea raging and
roaring as it scoot sweeps past us and the little Emeline
under easy sail scudding before it with the velocity
of an arrow enrobed in white as she dashes from her
sides the foaming spray completes this day's work

12 M. 29.20

Lat by Obs		40.01 S
Long by Chron		14.50 E

Saturday Nov 18th Begins with clear weather and
2 P.M 29.15 very strong breezes from W.N.W. and a heavy rugged
4 P.M 29.12 sea heading E. and scudding before it the barometer
still very low at 4 P.M it blowing very heavy and a
tremendous sea running hove her to under reefed trysail
and double reefed foresail heading W.S.W. it
blowing a heavy gale of wind middle part
tremendous squalls from W. to W.N.W. with an
awful sea running the howling of the tempest
as gust after gust sweeps past the deafening roar of

1843 Outward Bound Passage to the Crosettes

Barometrical Table

a raging and angry sea the ocean as far as the eye can
6.P.M 29.10 seen a feather white our little fragile craft tossed and tumbled
10 P.M 29.00 about the sport of the contending elements, at one moment
3 A.M 28.90 on the summit of a mountain billow whose snow
9 A.M 29.00 white crest tottering and quivering ready to burst asunder
and sweep her decks with a deluge of ruin and destruction
at the next instant plunging headlong down the frightful
abyss. again reappearing on the summit of another huge billow
dashing from her sides the foaming spray as if conscious unhar
and unscathed as if conscious of her being the masterpiece of
mans handicraft, add to this the scuds flying and
flitting across the horizon with wild and fearful rapidity
and you have a faint outline of last nights scenery
at half past 3 A.M. wore ship heading to the northward
the gale still continuing with unabated fury at 8 A.M
moderates a little set reefed square sail and kept her
off heading to the eastward. scudding her before it in ten
minutes split the squaresail took it in and set an old
jib in the form of a devil sail and scud under that
and double reefed foresail at 10 shook a reef out of the
foresail in less than half an hour the wind freshening was
compelled to put it in again remainder of the day wind
12 M 29.05 and sea both increasing at 12 M. hove her to again larboard
tacks on board

Laying to in a most tremendous gale of wind off the Cape of Good Hope

Lat by Acct 39.45 S
Long by Chr Do 14.51 E.

Sunday Nov 19th Begins with a very heavy gale of
1 P.M 29.08 wind from W. to W.N.W. heading towards the Southward
and laying to the wind blowing most furiously the sea
running mountains high a fearful and appalling
spectacle the barometer still very low at 4, she lays very
uneasy. shipped part of a sea wore ship and hove her
to on the other tack head to the Northward at 6.

1843 Outward Bound Paſsage to the Crozettes

Barometrical Table

rigged life lines on the quarter deck and kept the
4 P.M 29.10 crew there and made every preparation for a most
dismal night. the wind now lulls a little at
6 P.M 29.10 8 it pipes up again fresher than ever and the sea
8 P.M 29.10 ten times worse running very irregular lengthwise
croſswise and athwart ships piled up in every
11 P.M 29.20 direction appearing as tho' the whole chain of the
Allegany mountains had broke loose from the
Midnight 29.20 continent of America and were taking a trip acroſs
2 A.M 29.20 the Atlantic striking her on the bows, quarter
and waist sometimes deluging her decks was struck
5 A.M 29.25 on the lee bow and stove bulwarks starting stanchions
and breaking the cavil to which the anchor was
6 A.M 29.26 lashed the squalls were principally from W. to
W. S.W. and of indescribable fury at 11 the weather
moderates a little and the sea begins to assume a little more
regularity in its form one sea struck her and knocked
10 A.M 29.25 her nearly on her beam ends she however rose again
gradually and remained motionleſs for nearly ten
minutes before she gained any headway such was
the tremendous force of the shock from 12 to day light
moderating and the sea more regular and running
down a little at 5 A.M. set the square sail reefed
took in the trysail and shook one of the reefs out of
the foresail then put her off before it scudding
again heading to the Eastward in hopes of doubling
the Cape of Good Hope ~~by night~~ or as it was called
by the Portuguese the Cape of Torments before
night when we might probably find better weather
worse it would be impoſsible to find in any quarter
12 M. 29.28 after part squally with a heavy sea wind and course the
same

Severe Gale of Wind

Cape of the Good Hope

Lat by Obs 39.32 S
Long by Chron 18 " 30 E

1843 Outward Bound Passage to the Crozettes

Barometrical Table

Monday Novr. 20th. Begins with thick squally
weather from the Westward and a very heavy sea
2 P.M 29.25 running, scudding before it heading E. at 1 P.M set the
trysail reefed the barometer still very low and the weather
3 P.M 29.23 far from being settled and from present appearances
4 P.M 29.20 should not be surprised if we have another severe
blow before the gale is entirely broke at 2 P.M took in the
6 P.M 29.20 trysail wind and sea both increasing at 4 a very heavy
sea and the squalls much heavier took in the square
sail double reefed the fore sail set the trysail and
hove her to starboard tacks on board deeming it imprudent
8 P.M 29.20 to continue scudding having been struck in the stern
with a sea which made every thing snap and crack
10 P.M 29.20 again at first thought her whole stern frame had
12 P.M 29.20 started the barometer also falling at 6 A.M blows as
hard as ever with an exceedingly dangerous sea on
2 A.M 29.20 very short and topping and running irregularly the
squalls forming short wall sided seas on top of the old
swell great danger now of her rolling over or being thrown
4 A.M 29.20 on her beam ends rigged life lines again on the quarter
deck to prevent being washed overboard the watch on
deck collected together as far aft as possible at 7 the wind
5 A.M 29.25 cants a point or two in her favour causing her to head
the sea much better it also begins to lull a little
middle part squalls not quite so heavy and the sea
more regular. at 5 shook a reef out the foresail took in
trysail and set reefed square sail put her off before it
8 A.M 29.25 and tried scudding again the weather squally from
W.N.W. to N.W. heading S.E. This morning found the
galley had been stoven by the sea at 10 A.M the gale still
continues and the barometer does not indicate any
change for the better how long it will continue so
9. A.M 29.25 is beyond conjecture and we have been already 48 hours

Severe gale of wind off the Cape of Good Hope

Barometrical Table

in as much peril and anxiety as can very well be
conceived. the sea also begins to raise again and she
11 A.M 29.28 ships considerable water at 11 the barometer begins
12 M. 29.30 to start up a little and the wind to lull.

Lat by Obs- 39.22 S.
Long by Chron 19.20 E.

Tuesday. Nov 21st Begins with strong breezes from
1 P.M 29.32 N.W. and a very heavy sea running scudding before it
at 1 P.M. the sea begins to subside a little with
clear weather overhead and as the squalls have
3 P.M 29.30 ceased have strong hopes that the gale is about broken
at 3 P.M breezes up again and the sea to make the
barometer still low the gale apparently not yet finished
4 P.M 29.30 at 4 P.M. moderates considerably and the sea runs
8 P.M 29.33 down very fast shook the reef out of the square sail
steering S.S.E the barometer however still refuses
to rise notwithstanding the pleasant appearance
of the weather at ½ past 4 took in the foresail at 6
reefed the square sail also reefed the foresail and set
it at 8 a very heavy bank in the westward middle
part a succession of heavy squalls from N.W. to N.N.W
with rain and a heavy sea continued scudding
throughout the night at 5 A.M. found that we had
Midnight 29.25 parted a strand of the Jack stay took in square
4 A.M. 29.20 sail repaired the stay and set square sail jibed
over fore and main booms steering S.E. by S. at ½ past
6 A.M 29.16 6 shook one reef out of the foresail weather still very
bad a heavy sea running and the barometer very
low the sea also continues discoloured presume we are
still on soundings altho we are 350 miles to the southward
10 A.M 29.15 of the Cape of Good Hope do not look for any better
weather now until the Moon changes which
will be to night about 7 O clock we may then

Severe Gale of
Wind off the
Cape of Good Hope

Barometrical
Table

perhaps experience a change in the weather for the better
shook the reef out of the square sail considerable sea
12 M. 29.15 on after part squally at 10 set the tri sail also the
topsail reefed and shook a reef out of the foresail at
11 furled the topsail a heavy squall coming up

Lat by Obs 40.17 S
Long by Chro 22.20 E

Wednesday Nov. 22nd Begins with very strong breezes
1 P.M 29.15 from N.W. to N.N.W and a heavy ragged sea on steering
S.E. by E. the weather cloudy and thick altho good
3 P.M 29.15 weather in comparison to what we have had this some
time past the barometer still continues very low pressing
it must be owing to thick damp atmosphere or else
by running her and carrying sail pretty hard we
6 P.M 29.12 just keep out of another heavy blow we are now in strong
hopes the gale has broken in downright earnest and it
is quite time as we have been knocked and boxed about
these last 90 hours in no ordinary manner ~~and~~ which has
8 P.M 29.10 put the sea qualities of our little craft to a severe
ordeal at 1 P.M set the topsail reefed the wind about
N. at 7 P.M. the sea begins to rise quite fast and
9. P.M 29.05 weather looking squally at 9 reefed the square sail
the barometer falling took in trysail and double
reefed the foresail at 12 Midnight a very heavy
Midnight 29.00 sea on combing in every direction and the weather
looking very threatening concluded to heave her to
again took in square sail set trysail and hove her
to with starboard tacks on board heading W. and W
by S. the wind having hauled to N.W. in half an hour
having received a heavy squall the wind shifts to W
1 A.M 29.10 which put her directly in the trough of the sea concluded
to get out of that as soon as poſsible set the square
sail reefed and put her before it scudding again

The Gale
not yet
broken

Barometrical
Table

the wind lulling and hauling to N.N.E. the
3. A.M 29.10 rain also sets in. from 2 P.M to daylight, rain,
wind and sea much lighter steering S.S.E shook
6 A.M 29.10 the reef out of the squaresail and set reefed topsail
the moon also changed at 7h 9m P.M. during the
decrease of the moon the wind has been almost
invariably from the westward and very strong and
squally with a succession of severe westerly gales
after part set whole topsail wind very light and
12 M 29.15 baffling steering S.E. by E.

The Gale
blowed out
completely
exhausted

New Moon

7h 9m P.M

4 P.M. Lat by Double Altitudes 41.01 S
Long by Chron. 25.15 E

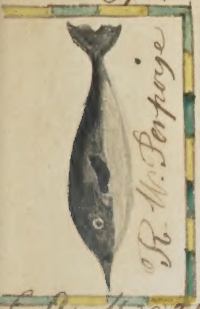
Thursday Nov 23rd Begins with thick cloudy
2 P.M 29.15 weather and light baffling winds from N.W. to
N. steering S.E. by E. at 3 P.M. breezes up quite
6 P.M 29.15 fresh from the Northward steering S.E. reefed the
topsail and foresail and set the trysail the sea
almost entirely gone down and not a vestige left
Midnight 29.20 of the late trying times at 7 took in the trysail and
set the mainsail reefed middle part wind light
and baffling steering S.E. by E shook the reef out of the
A.M. 29.26 topsail and took in foresail weather clear and pleasant
at daylight commenced breaking out fore hold after
wood also to fill the empty water casks. the wind
10 A.M 29.30 kept constantly hauling ahead a heavy black looking
cloud slowly rising on our lee quarter at 8 took in
square sail and mainsail and furled topsail then
set the jibs the wind shifts with the squall to N.N.W
accompanied with rain steering as before after part the
12 M 29.35 rain continues at 10 clears up and a good breeze springs
from N.N.W steering S.E.

Lat by Obs 41.05 S
Long by Chron 27.20 E

1843 Outward Bound Passage to the Crozettes

Barometrical Table

Friday Nov 24th Begins with delightful weather
and a good breeze from ~~W.~~ N.N.W. steering S.E. under
2 P.M. 29.35 square sail and topsail to day found that we have
not wood enough that we could get at to last more
than three days immediately moved the stove down in
the cabin as that would save the wood a little at
6. P.M 29.40 6 a heavy swell heaving in from the northward



middle part very light baffling winds nearly calm rolling
bulwarks to at 4 A.M a breeze springs from the northward
and two hours time veers about from N. W. to N. E. it
finally settles a little to the Eastward of North at ½
6. A.M. 29.39 past 6 A.M shook the reefs out of both foresail and
mainsail and set them steering S.E. after part wind
light and hauling to the Eastward took in square sail
12 M 29.35 heading S. E. struck a porpoise but did not get him

Lat by Acct. 41.07 S
Long by D° 29.40 E

Saturday Nov 25th Begins with thick hazy weather
2 P.M 29.28 and light airs from N. E. to E. steering S. E. every
appearance of an easterly storm to day as soon as
dinner was over tried out the blackfish blubber
6 P.M. 29.20 in the large copper at 3 P.M breezes up quite fresh
from the Eastward reefed the topsail at 4 furled
it at 5 lulls a little set it again at 6 breezes up again
much fresher than before furled it at 7 reefed the foresail
at half past 8 took in the mainsail and set trysail
9. P.M 29.10 raining as hard as it could pour with fresh breeze from
E. S E. heading S. a short ugly counter sea running the
old sea running from the westward and the new
sea coming from the Eastward tripping her and causing
her to roll unmercifully middle part wind the
Midnight 28.99 same and any quantity of rain at 4 A.M lights up
in the North West the rain ceases the clouds break

1843 Outward Bound Passage to the Crozettes

Barometrical Table

the wind lulling and hauling to N. N. E the rain
3 A. M 29.10 also sets in, from two P. M to daylight rain, wind and
6 A. M 29.60 sea much lighter steering S. S. E. shook the reef out
of the square sail and set reefed topsail the moon
also changed at 7h 9m P. M during the decrease of the
last moon the wind has been almost invariably from
the westward and very strong and squally with a
succession of severe westerly gales

Transferred to previous leaf having turned over two leaves at once

Transferred.

away and the wind shifts to that quarter with
6 A. M 29.99 a good breeze steering S. E. at 5 set square sail and
topsail reefed also set the trysail at 6 the weather
7 A. M 29.10 fair and pleasant and the breeze fresh and steady
shook the reef out of the topsail at 10 heard considerable
distant thunder on our lee quarter and a cloud rising
first reefed topsail then clued it up had a rain squall
10 A. M 29.15 with some wind after the squall had passed over.
set whole topsail this morning examined the state
of our bread and found that we had only bread
enough to last 5 months at 11 ounces per man each
day just three biscuit accordingly commenced weighing
12 M. 29.19 out the allowance to day both fore and aft

Go on Short allowance of Bread

Lat by Double Altitude 41"31 S
" " Meridian 2d 41.32 S
Long by Chron 29.55 E

Sunday Novr 26th Begins with cloudy thick weather
2 P. M 29.20 with rain squalls from N. N W. steering S. E. by E.
at 1 P. M reefed topsail at 4 P. M the wind hauls to
W. N. W. jibed over fore and main booms reefed the
foresail and set it steering S. E. the weather clear

1843 Outward Bound Passage to the Crosettes

Barometrical Table

and pleasant the barometer is also rising gradually a
very favourable symptom for these high latitudes also
6 P.M 29.30 reefed the squaresail at 7 shook the reef out of the square
sail at 8 took in foresail middle part moderate
breezes from N. W. steering S.E. by E the weather clear
6.A.M 29.50 and pleasant at 6 set the mainsail reefed at 7 took
it in again after part wind moderate and course
12 M 29.55 the same

Lat by Obs 41.27 S
Long by Chron 32 59 E

Monday Nov 27th Begins with fine pleasant weather
2 P.M 29.60 and moderate breezes from N. W. steering S.E. by E.

4 P.M 29.56 at 4 P. M. saw several large right whales going very
sluggishly along heading to the northward and westward
too lazy almost to spout as fine whaling weather as could
be wished middle part reefed the topsail took in
square sail and set the jib with foresail and
mainsail the wind hauling from N. to E.N.E
and breezing up at daylight begins to rain at
6 A. M. furled the topsail and reefed the mainsail
blowing very fresh from E. N. E and steering S. S E
6 a.M 29.25 this morning sent down topsail and yard after
part heavy squally weather and rain with considerable
sea on steering S. E. by S double reefed the mainsail
and reefed the foresail
12 M. 29.03

Lat by Obs 42.10 S
Long by Chron 35.25 E

Tuesday Nov 25th Begins with squally weather
and blowing very fresh from E. N. E. and raining the
sea making fast and the barometer very low at half
past one P. M took in the mainsail at 2 a heavy cloud
2 P.M 29.00 came up astern with vivid lightning and heavy thunder
took in mainsail had a heavy gust with a most bountiful
3 P.M 28.90 discharge of rain also reefed the foresail at 5 double

1843 Outward Bound Passage to the Crozettes

Barometrical
Table

reefed the foresail and set reefed square sail
steering S. the weather looking very dirty and
6 P. M 28.80 threatening the barometer lower than at any previous
8 P. M 28.75 time this voyage and a short irregular combing
sea at 6 set the trysail reefed double reefed the square
Midnight 28.80 sail and hove her to larboard tacks on board
middle part tremendous squalls from N. N. W
6 A. M. 28.90 to N. W. with rain and a very heavy sea on heading
up from N. by E. to N. by W. was struck by a sea and
8. A. M. 29.00 stove in bulwarks on larboard bow severe weather
throughout the night rigged life lines from 6 to 10 A. M
10 A. M 29.10 ships a great deal of water the weather moderates a
12 M 29.20 little and the sea to run down a little took in the tri
sail set reefed squaresail and put her off before it
scudding E. N. E believing that we could make better
weather of it after part weather moderating slowly

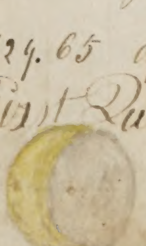
Another very severe
Gale of wind

Lat by Obs 42.03 S
Long by Chron 37.10 E

Wednesday Novr 29th

Begins with strong breezes
2 P. M 29.20 from N. W. heading E. N. E at 1 P. M. wore ship heading
6 P. M. 29.30 E. S. E. a very rugged sea on at ½ past 3 shook a reef out
of the foresail at 8 P. M. took in square sail double reefed
the foresail, set the trysail and hove her to heading
Midnight 29.40 S. W had a heavy squall of hail with a rugged sea on
at ½ past 3 A. M. set double reefed mainsail having
6 A. M 29.50 taken in the trysail also set the jib at 8 A. M shook one
reef out of the mainsail to steering S. by E. wind W. S. W
9. A. M 29.60 the moon also quarters at $9^{h}.36^{m}$ P. M. at 10 set the square
sail and kept her off one point steering S. E by S.
12. M 29.65 after part wind and course the same

First Quarter



Lat by Obs 42.33 S
Long by Chron 40.05 E

1843 Outward Bound Paſsage to the Crozettes

Barometrical Table

Thursday Novr. 30th. Begins with cloudy cold weather
2 P.M 29.65 mittens and monkey jackets in brisk demand. wind
moderate from W. S. W. steering S E. by S. the weather
6 P.M 29.60 moderating and barometer rising at ½ past 4 took in
the square sail and hauled her up to S. by E.
6 A.M 29.50 at 11 P.M the wind hauls to the northward took in
jib and foresail and set square sail reefed steering
S. at daylight shook the reef out of the square sail
the wind about N. N. W. at ½ past 10 A.M. took in the
mainsail reefed the foresail and set it also took in
the mainsail remainder of the day the same to day
12 M. 29.30 opened another cask of bread 448 lbs. neat weight

Lat by Obs. 44"13 S
Long by Chron. 41" 40 E

Friday Decr. 1st. Begins with pleasant weather
2 P.M. 29.26 and a good breeze from the Northward steering S. a
little hazy overhead at 3 the breeze freshens with rain
4 P.M 29.10 reef the squaresail. at 6 P.M double reef the foresail
the weather thick and rainy and every appearance
6 P.M 28.95 of another gale of wind the barometer also falling
7 P.M 28.80 this afternoon saw several right Whales the wind
9 P.M 28.75 also hauls to N. N. E. steering S by W. this afternoon saw
a species of Penguin called a Rockhopper at ½ past 7
took in the square sail and set trysail then hove her
to starboard tacks on board head to the Westward
middle part a ſucceſsion of the most tremendous squalls
from N. to N. W. with rain at 5 A.M took in trysail set
square sail reefed and put her off before it heading S.E
at 6 a heavier squall than any preceeding one carried away
the strap of the Jack Stay and split the square sail into
ribbons all to the devil got in what was left as soon as
6. A. M 28.68 poſsible set the trysail and hove her to again head to the
Northward the gale increasing in fury if poſsible the

1843 Outward Bound Passage to the Crosette

Barometrical Table

barometer 7 miles lower than at any previous time
this voyage at ½ past 9 she heads up N. by W. the
wind having hauled to W. N. W blowing as hard as
ever after part a continued succession of the most
12 M. 28.69 severe and furious squalls exceeding in severity
any thing of the kind I ever witnessed no observation
to day

Tremendous Gale of Wind

Lat by Acct		44.29 S
Long by D°		42.32 E

2 P. M. 28.68 **Saturday** Decr 2nd Begins with a tremendous
gale of wind a continual succession of squalls
3 P. M 28.75 from N. W. to W. N. W. canting continually backward
and forward with a most terrific sea running
4 P. M 28.83 mountains high and combing in every direction
the sea of a feather white. the little schooner
6 P. " 28.85 laying to head to the northward sometimes under
water sometimes out of it as she receives the sprays
8 " " 28.94 of a broken sea opens the ball for this day
at 4 P. M. the wind lulls a little and the sea
Midnight 29.00 begins to subside the squalls rather lighter and
5 A. M. 29.20 the weather upon the whole moderating a little
middle part squalls growing lighter wind veering
9 " " 29.35 from W. to W. N. W and a very heavy sea running
at 1 A. M. saw an iceberg close aboard of us took
12 M. 29.47 in trysail and put her off with all speed as the
iceberg was almost down upon us and moving
rapidly run her about half an hour then hove her
to again head to the northward nor did we see any
more of the ice at day light went up to mast head
but could not see any appearance of ice from 6 to 9
weather constantly moderating the gale entirely
broken at 10 got out the fore topsail and rigged it into
a square sail then set it and hauled the remnant of

The Gale Broken

arometrical
Table

An Iceberg
almost upon us
when discovered
in the dead of the
night whilst laying
to in a very heavy gale

the squaresail and found it transmogrified into
any thing but a square sail after part the wind and
sea both going down and the barometer going up closes the
day

Lat by Ob.	44 "10S
Long by Chron	43 42E

Sunday Decr. 3rd. Begins with hazy weather and the
wind light from N. W. steering S. S. E. rolling most unmercifully
took in topsail and set mainsail reefed also shook the a
reef out of the foresail at 2 took in foresail to keep it from
slatting to pieces at 6 A M set it again a little breeze
springing up the weather fine and pleasant unusualy
so for these high latitudes at 7 took it in again at 8 took
in the mainsail as there was scarcely any air stirring
a few little puffs now and then from the Northward
at 10 it breezes up a little from N. E made sail grows
thick to windward at midnight it begins to rain
took in square sail and set the jib in order to have
the vessel in good trim in case we saw any more ice
we could either luff up or keep away in an instant
as circumstances might require at 2 A. M the wind
hauls to the Eastward and dies away the weather still
2 P. M. 29.40 thick and rainy took in all sail at 4 the calm still
continues and foggy at 6 A. M it breezes up fresh from W. N. W
6 P. M 29.00 set squaresail whole foresail and double reefed mainsail
settled down a little steering S. S. E. at 7 a noble breeze
and fair weather at 10 took in the mainsail blowing
6 A. M 28.90 quite fresh after part the same
12 M 29.10

Lat by Ob	44"55S
Long by Chron	45"13E

Monday Decr 4th Begins with clear weather and strong
2 P. M 29.15 breezes from W. N. W steering S. S. E at 2 P M took in flying jib
the wind hauling farther aft middle part good breeze
6 P. M 29.20 from N. W. steering S. S. E. some light rain squalls

1843 Outward Bound Paſsage to the Crozettes

Barometrical Table

at 8 A.M set the mainsail double reefed the weather
mild and pleasant breeze moderate after part altered
6. A.M 29.30 her course to S by W. intending to run our latitude
down by 12 O'clock as it was intended to make Pig
10 A.M 29.40 Island the most westerly of the Crozette group laying
in 46.15 S. and 50.00 E. and at ½ past 8 bearing E ¼ S
12 M. 28.78 about 82 miles distant

Lat by Obs. 46.10 S
Long by Chron 48.05 E

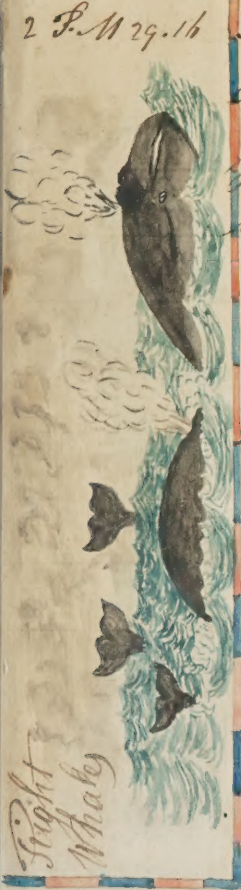
Tuesday Decr 5th Begins with light winds from the
1 P.M 28.70 Northward steering S by W there being 2½ points variation
in the compaſs at 1 P.M took in the mainsail and
2 P.M 28.62 jibed over steering S.E. the weather also begins to thicken
3 P.M 28.60 up and look hazy at 2 took in the square sail at
4 „ „ 28.55 half past 2 set the trysail going under easy sail the
6 „ 28.60 weather looking rather dirty heading S.E. by E. altered
10 „ „ 28.80 her course to E.S.E and double reefed the foresail wind
about N.N.E. and blowing fresh the barometer having
fallen 60 miles in two hours at 6 P.M wind very fresh
from N.E. hove her to head to the Eastward the weather
6 A.M 28.80 looking very threatening having noticed a very heavy
bank ahead of us in the S.W. for the last 2 or 3 hours
presume they have experienced severe weather there
at 10 P.M wore ship head to the Northward at 12
10 „ „ 28.80 midnight wind hauls to N. and continues blowing
fresh laying to as before at ½ past 3 A.M. the wind
hauls N.W. at 4 made sail shook a reef out of the foresail
and set square sail at 6 the breeze freshing considerably
12 M 29.16 at 11 the weather hazy and fog squally hove her to head
N.N.E under trysail and foresail having taken in square
sail at ½ past 11 set square sail again finding that
we were to the Northward of the Island and kept off

Lat by Obs. 46.05 S
Long by Chron 49.31 E

1843 Outward Bound Passage to the Crozettes

Barometrical Table

Wednesday Decr 6th Begins with very strong breezes from
2 P.M 29.16 North. steering S by W. the weather thick and hazy
at 1 P. M saw several right Whales within a hundred
yards of us like to have run over one presume we
ran through a school of them at ½ past 2 A. M. the
weather coming so thick that we could not see two
miles hove her to larboard tacks on board as our
reckoning was up within 8 or ten miles deeming it more
prudent to wait for the fog to light up than continue
running at 4 P. M still thick and foggy wore ship
and set the jib and double reefed mainsail and stood
S. W. with as much as we could stagger under wind
about N. W. our situation was now critical as according
to our chronometer we were in among the islands blowing
fresh directly on a lee shore with a very heavy sea running
4 P.M 29.34 and it became an object of vital importance to obtain
an offing if possible before night set in at 7 reefed the
6 P.M 29.34 jib and put the third reef in the mainsail the
foresail being doubled reefed and stood to the S. W
6 A.M. 29.34 wind now W. N. W. middle part the fog and
haze still continue wind and sea both moderating
at 7 A. M. the fog begins to light up with strong
hopes of being able to day to have something of a
horizon that we can see some distance and
make the island at 8 A. M the wind very light
and the fog also lighting up wore ship heading N. E.
immediately made sail set both jibs and whole mainsail
and foresail at ½ past 9 A. M. kept her off E. the fog
constantly lighting up no land in sight from mast
head heard several penguins this morning around
the vessel



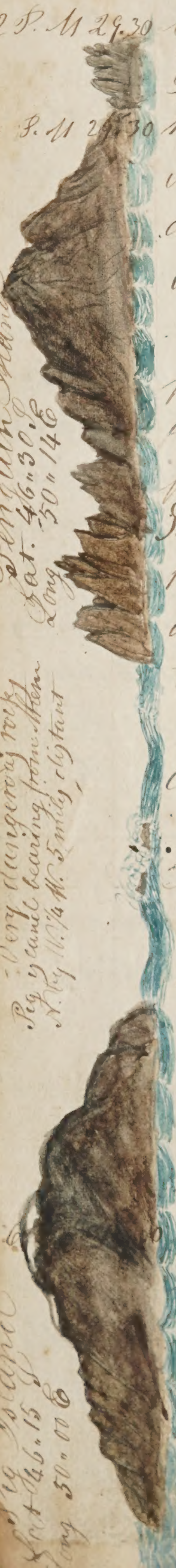
Lat by Obs. 46" 43 S
Long by Chron 50" 26 E

1843 Outward Bound Paſsage to the Crosettes

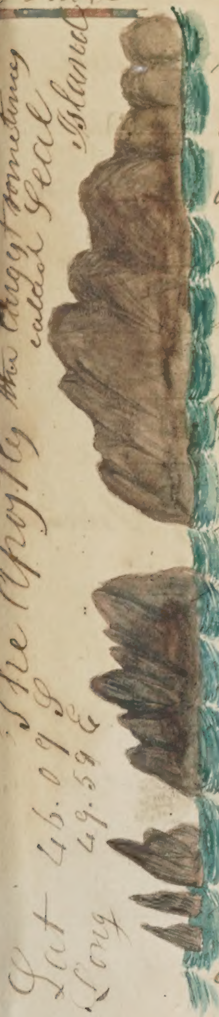
Barometrical Table

Thursday Dec 7

Begins with pleaſant weather
overhead but hazy toward the horizon the wind
2 P. M 29.30 light from N. N. E. northward steering E. N. E. having paſsed the
islands during the night. about 2 the wind came
6 P. M 29.30 to the Eaſtward, this afternoon took the flying jib
in on deck repaired it and then sent it out again
at 1/2 paſt 4 P. M breezed up from the N. E. and thickened
up to windward, tacked ship head to the N. W.
Lat 46.39 S. Long by Chron 51.11 E. at 6 P. M strong breeze
from N. N. E. and a large sea heaving in from the W.
put her under storm sail. at 9 raining and blowing
freſh at 11 a heavy squall from N. N. W. hove to heading
S. W. the rain pouring down in torrents at 1/2 paſt
11 the squall paſsed over and the wind hauled to N. W
wore ship head to the N. E. and set reefed jib and
tryſail at 3 A. M hard squalls from W. N. W took
in jib at 4 the squalls milder set the jib. at 5
A. M. kept her off E. N. E. and shook the reef out
of the jib at 1/2 paſt 6 made Seal or Penguin
Island bearing S E by compaſs about 8 miles diſtant
about 8 made Pig Island bearing N. N. E. by compaſs
diſtant 7 miles Long by Chron 51.04 E. Longitude of
Seal or Penguin Island is 50.14 E. Longitude
of Pig Island 50.00 E. making our chronometer
about 51 miles to the eaſtward of all her corrections
since we left the Tryſtean Islands a pretty instrument
truly to run by around the Croſettes almoſt eternally
enveloped in a denſe fog. set reefed jib and 3 reefed
mainſail and hauled her upon the wind heading
about N. by E. at 1/2 paſt 8 Penguin island bears due
S. by compaſs and Pig island N. by E. strong breezes
and tremendous snow squalls from W. N. W. at 1/2
paſt 10 A. M was aſtounded by the cry of breakers



Barometrical Table


The Apostles the largest sometimes called Seal Island
Lat 46.09 S
Long 49.59 E

close on board a little on the lee bow they appeared
to be either one or two sunken rocks or a small reef
over which ~~was~~ the sea was breaking took in mainsail
and put her about immediately having had a very
narrow escape the sea running very high we would
have been on them in five minutes had they not been
fortunately discovered ~~by~~ at the instant Pig island
bears from this reef N. by W ¼ W. about 5 miles distant
so sudden was it, that the order was hard up down
mainsail when we jibed over all standing the work
of an instant this is a most dangerous spot as it is
so far from the main and nearly midway between
the islands and when the sea runs high it is almost
impossible to discover them until you are right upon them
the Apostles also hove in sight in ~~half~~ an hour afterwards
after part wind the same steering E by S. the moon also
11 A.M 29.30 filled this morning at 3.h 29 a.M

during the increase strong northerly and westerly gales constantly

Full Moon 3"29 A.M

Lat by Obs 46"17 S
Long by Chron 51"18 E

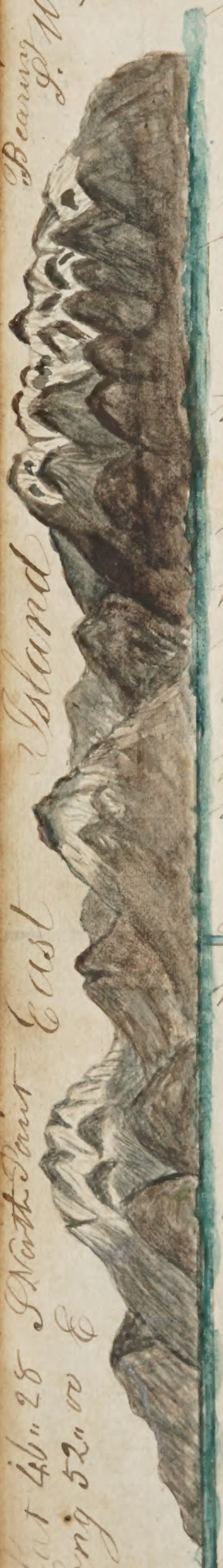
at Noon the True Longitude 50"13 E

Friday Decr 8th Begins with very strong breezes from
2 P.M 29.30 W.N.W. with snow and hail squalls steering E by S.
at 2 P.M. hove her to head to the Northward
6 P.M 29.30 intending to wait until 8 P.M when the weather would
probably become better when we intended to make sail
and by daylight if clear be within sight or at any
rate within about 20 miles of Possession so that we
would have day light to work in expecting to anchor
in Ship Bay by noon 6 P.M the wind hauls to N.N.W
at 8 kept her off heading S.E by E. under ~~reefed~~ square
sail weather squally with hail and an ugly short toppling
sea on middle part wind the same but moderating
the snow and hail squalls lighter heading S. E by E
at 4 altered her course to S.E. at 8 A.M heard the

1843. Beating up. to Poſseſsion in plain view

Barometrical Table

Barometer this 24 hours 29"30


Lat 46"28 S North Point East Island Bearing S.W
Long 52"00 E

cheerful cry of Land Ho. Poſseſsion and East Island both plain in view the termination of our outward bound paſsage their summits covered with snow Poſseſsion almost on our weather beam East Island directly ahead to windward of both islands to our great surprise so that either the distance was not so great as is represented from Pig Island owing to a wrong longitude being given to it or else an unusually strong current runs from Pig Island toward these islands in a south east direction immediately hauled her up close on the wind head for the islands turned the reef out of the foresail shook out two reefs out of the mainsail and set the flying jib wind fresh from the westward at 10 put another reef in the mainsail and reefed the foresail after part beating about endeavouring to get to windward

Lat by Acct 46"10 S
Long by Do 52.54 E

Saturday Decr 9th Begins with squally weather from the Westward beating up toward the island the prospect a bad one of our coming to anchor this afternoon unleſs the wind cants more in our favour at 3h"45m P.M East Island the west end bears by compaſs S.W ½ S. and Poſseſsion bears W.S.W. East Island being on our lee about 5 or 6 miles distant reefed the jib also put another reef in the mainsail intending to stand to the Northward until morning before we attempted to go in as the weather had set in thick and hazy the wind N.W. and squally with hail rain and snow at 10 the wind cants to the Westward fog lights up a little heading N. and N. by W. midnight good weather wore ship heading toward the shore S.W and S. by W. East Island in sight directly ahead and

Barometer this 24 hours 29.30

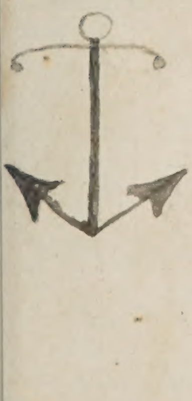
Standing acroſs to Poſseſsion from East Island

Poſseſsion on our weather bow made more sail at 4 A M the weather fine and wind moderate made all sail at 7 the wind canty a little to the Northward tacked again heading up W and W by S. after part fine weather and wind moderate endeavouring to weather the N. end of East Island at 12 O'clock M. was entirely clear of it being about 2 miles off on our lee quarter with a fine clear horizon to obtain a meridian altitude the most northerly point of East Island bearing by compaſs S. S. E. and the most Northerly point of Poſseſsion bearing N. W. by compaſs and allowing the variation of the compaſs which is 2½ points westerly the central part of the island bore due West consequently we were in the true latitude of Poſseſsion

Lat by Obs 46.28 S
Long by Chron 52.53 E

The Barometer stationary at 29.30

Sunday Decr 10th Begins with clear weather and light breezes from W. N.W bound to ~~East~~ Poſseſsion heading W. S.W. the wind canting continually back and forth got every thing in readineſs got the anchors on the bows the chains shackled the buoy bent and at 3 P. M. tacked close under the shore of Poſseſsion stood to the Northward then tacked again and stood in Ship Bay at 4 P.M. we dropped anchor in 14 fathoms water then went on shore and saw about 600 Elephant. a goodly number and in good order even the shanty put up for temporary use by the shore party was occupied by some fifteen of them whilst seven fine portly elephant were enjoying themselves on the front stoop by a view of the harbour we presume returned on board had supper and prepared for a comfortable snooze for the first time in nearly five months without the dread or fear of being dumped out on the floor without any previous notice the Captain having ordered that he



1843 Laying at Anchor in Ship Bay.

Barometer Table

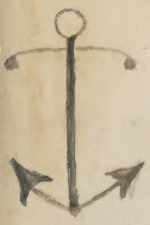
should be called at 2 A.M to warp her farther in the bay if the weather would permit as it was his intention to begin forthwith and drive business for fear some other vessel might drop in and share the cream as our prospects at present are not only cheering but flattering far beyond our most sanguine expectations the elephant being twice as numerous and in better order than at our last voyage and we are alone in our glory this time at 7. the anchor watch was set for the night the wind N.W. directly off shore at 5 A.M had breakfast strong breezes and rain squalls from N.W. impossible to shift our anchorage at present on account of the wind immediately after breakfast the Captain proceeded with a boat crew and a shore party to the beach taking with them a bag of bread some pork cooking utensils &c another boat following in the course of an hour with some more articles weather too windy to break out as it would be impossible to tow a raft of casks to windward at 9. the weather more moderate and from the looks of the carcases on the beach the ball on shore has already opened in good earnest at 11 A.M a boat came alongside from shore supposing that we had set as signal for them having hoisted up the trysail a little to dry it they mistaking it for a signal they were however in good season to attack a large plum duff. they also informed us that there were about 1000 Elephant on the beach nearly sufficient to fill her that it was his intention to kill them all that he should not quit the beach until he had done so and that he wanted all hands on shore to help skin them intending to try out on shore if we could not

Barometer stationary at 29" 30

1843 Laying at Anchor in Ship Bay

Barometrical Table

try it all out on board as there was a try pot on shore already set after dinner the boat put off taking with them both the dogs and the boys the mate steward cook and one sick man only remaining on board also taking with them an ample dinner for those on shore from 12 to 6 hail and rain squally and strong wolies from W. S. W. at 12 midnight wolies very strong from the Westward



Barometer stationary at 29.30

Monday. Decr 11th Begins with strong wolies from the westward with hail rain and snow at 2 A.M. the wind came to W. b. S. and W. S. W at 4 almost calm a few slight puffs from E. N. E. had an early breakfast sent a boat on shore with the fore and topsail yards they returned bringing with them the Captain and all the shore party except two or three to guard the blubber from the attacks of the Stinkers myriads of whom were flying about watching an opportunity to pounce upon it each of whom would eat 3 times his weight in blubber the party had killed yesterday 200 Elephant and skinned about 150 of them not one quarter of the number on the beach every thing being in readiness to start the windlass an anchor was carried out to windward about 80 fathom intending after we have ~~her~~ up the large anchor to warp her in not succeeding in that to our satisfaction made sail on her at half past 10 came to anchor a quarter of a mile nearer the shore and in a much better position for rafting blubber the wind now N. and light the shore party then proceeded to the beach by 12 the anchor by which we had intended to warp was brought on board and the large blubber boat hoisted out with the wind out from N. E. after dinner commenced breaking out the hold sent on shore three boat loads of barrels

Barometrical Table

breakers, shooks, heading, hoops, provision &c also a raft of empty casks the wind hauling from W.N.W to N. at 6 P.M when it commenced raining as hard as it could pour cleared up decks and secured every thing on deck and in the hold in anticipation of an Easterly wind then went below to lay back on elephants tongue, and fried fish

Tuesday Dec. 12th Begins with a gale of wind from N.W. with rain the woolies coming off from the land with the utmost fury causing every timber in her to shake and quiver at 3 A.M. the wind ~~to~~ hauls to W. and blows as hard as ever at 6 the wind cants to W.N.W. rain as bad as ever from 6. to 12 one constant succession of the most severe woolies taking the water right up bodily like a dense column of spray no communication whatever this forenoon with the shore about 2 P.M the wind dies away suddenly manned a boat and sent it on shore to assist the party there in skinning the remainder of the 200 elephant killed day before yesterday which they finished putting the blubber in a large pit dug for that purpose supposed to be sufficient to make 100 barrels of oil and 7 or 800 live elephant now on this beach about 5 a light breeze springs up from N.W. the boat returned at 7, at 8 the breeze freshens considerably and hauls to N. ~~at~~ set the watch and turned in from 8. to 12 the wind constantly freshening and hauling to the Westward

Barometer stationary at 29.30

Wednesday Dec. 13th Begins with strong breezes from N.W hauling to the Westward the woolies again blowing off from the land and by day light the wind hauls to W. and blows as hard as the

Barometrical Table

Longitude by a set of Altitudes this day 52.42 E

preceding night had breakfast at 4 but found it impossible to get a boat on shore until the wind lulled a little as we wished to tow another raft of casks on shore before we could clear away a blubber room could see the shore party busy at work on shore at 8 it lulls a little watched a favourable opportunity and sent a boats crew on shore this morning took a set of altitudes and made the Longitude by Chronometer 52.42 E. the sun however was not very clear at 9 it breezes up again at 10 tremendous woollies from the W. succeeding each other in rapid succession and increasing in fury at every blast toward noon it lulls a little the boats crew did not return to dinner in the afternoon the woollies began to moderate at 7 the boat returned when they informed us that they had killed and skinned 70 Elephant to day they had also got the try pot in readiness and another empty pot for a cooler they had dug another large pit close to the try works into which they had introduced water for the purpose of washing the blubber before putting it in the pots as it is completely covered with sand to morrow they intend hauling up another large pot buried in the sand by means of tackles and using it for a mincing tub they will also take on shore a spare set of try work gear and commence trying out the day after if the wind does not blow too hard we will also be ready on board to recieve blubber on board and start our works as soon as they do theirs from present appearances there is a good prospect of our filling up in this bay alone without working any of the 6 bays to the northward of us all of which are easily worked and no doubt filled with elephant at 8 the weather more moderate wind still in the old quar

1843 Laying at Anchor in Ship Bay

Barometrical Table

after part of the day wind lighter and still to the Westward

Thursday Decr 14th Begins with strong breezes from W. to N.W. the weather thick and misty with rain got out a bag of bread a couple of double blocks a tub of line try work gear &c. and watched a favourable oppertunity to send the boat on shore as it was impossible to send a raft on shore at 7 O clock the boat started it being as moderate then as it was likely to be during the forenoon and succeeded in reaching the shore we have already three invalids on the sick list the Mate with a very painful finger having every appearance of a bone felon Frank a Portuguese with one of his fingers nearly cut off with a skinning knife and Fayal another Portuguese laid up with swollen feet one man named James has just got off the sick list and returned to duty so our troubles are already commencing add to which the windy state of the weather completely preventing us from doing any thing on board however we live hopes relying on the shore party and cast many an anxious glance toward the shore where the try pot is located in the fond hope of seeing the smoke curling up from it gracefully toward the heavens in other words to see them torch up and know that the pure white oil is beginning to flow the boats crew did not return to day to dinner at 1 P.M. noticed a smoke at the try works presume they were burning the pot out during the afternoon clear and pleasent the wind growing much lighter but still too strong to think of attempting to tow a raft on shore even if the boats were both on board with their crews at 5 the boat

Last

Quarter 4.25 P.M.

Barometer refuses duty in despite of wind and weather remaining stationary at 29.30/100

Barometrical Table

came alongside and the crew having taken supper returned again taking with them a cask of heading their works on shore being all complete and ready for trying out having already tried out a couple of barrels of oil to start with in the morning a large pit full of blubber a short distance from the works another close by it also filled with water having cut another channel for a brook and directed it into this pit close to this a large wooden platform to receive their blubber after it is washed and ~~minced~~ cleaned previous to mincing the whole the result of a great deal of labour all in complete order and ere to morrow's sun sets if the weather be any thing like passable they expect to try out at least 40 barrels the boat returned again at 8 P.M was hoisted in and all having supped the watch was set for the night the weather clear and pleasant and scarce a breath of air. This afternoon the boat brought another addition to the sick list in the shape of Joe from St. Helena complaining of severe pains in his loins after part wind light from the Westward

Friday Decr. 15th Begins with moderate breezes took our breakfast at ½ past three and proceeded on shore with a raft of casks the sick all being able to go with us excepting the Mate whose finger was worse constantly suffering the most excruciating pain at an early hour the works on shore were started and a party went up among the elephant and killed 20 sufficient to make 20 barrels of oil and backed the blubber down near the works a distance of nearly a quarter of a mile the remainder of the day employed in backing blubber from the pit to the works the rest employed in trying out at 6 returned on board having tried out 30 barrels. the remainder of the day strong westerly from W. with rain hail and snow

Barometrical Table

Barometer now totally asleep
The Mercury remaining stationary too
low to mention almost entirely out of sight
and I have seized him up for neglect of duty lashing him fast to the stanchion

Saturday Decr 16 Begins with moderate breezes from the Westward took an early start for shore and having hauled up the boat proceeded to kill some stinkers to obtain their skins to wire hands, casks the handles of the tools &c hundreds of them being around the carcases of the elephants having called the dogs to our aid and arming ourselves with clubs we marched upon them in solid column of attack the ~~attack~~ stinkers aware of our approach endeavoured to seek in safety in flight but they were so completely gorged they were unable to fly they then commenced vomiting up the contents of their stomachs in order to lighten themselves before we came up but it was all in vain we rushed upon them in double quick time and having dispatched some twenty or thirty of them backed our loads and returned to camp during the remainder of the day busily employed in backing blubber from the different heaps to the brook there washing and rafting it then towing it to the vicinity of the works ~~here~~ a distance of a quarter of a mile then backing it to the pond alongside of the works the pot seething and teeming with oil the arches belching forth dense columns of smoke and the party at work there covered with dust oil and smoke their cheerful countenances exhibiting a lustre which would put to blush Day & Martins celebrated polish at first sight the wondering spectator would suppose he had been touched by some magic wand and transported instantaneously into the very bowels of Africa were it not for the snow capped mountains which tower loftily above him high in the heavens would that the owners could now see the condition and appearance of the group now on this island little do they know of the excessive toil trouble and fatigue the privation undergone in obtaining elephant oil and I suppose as little do they care as long as the vessel returns in safety well laden throughout the day a continual succession of severe snow squalls some idea of the force of the squalls can be gathered from the fact that one of them blowed the boat over bottom up with all her oars in with as much ease as tho she had been made of paper at 8 P.M returned on board to supper nearly exhausted with a hard days work and the watch having been set turned in to obtain a few hours sleep befor resuming our labour having tried out to day 42 barrels

Sunday Decr 17th Begins with very strong woollies from W. N. W. at 5 A. M. having a lull the boat proceeded on shore the party then proceeded to killing elephant dispatching a sufficient number of them to make about 70 barrels of oil the blubber was then deposited in a deep hole near the brook to be ready for rafting when wanted having now a stock on hand sufficient to make about 150 barrels of oil. a visit was yesterday made to two small bays close by Boat and Shallop bays and 300 elephant were found there at ½ past 7 the boat returned on board the remainder of the day wind light and hauling to the Northward

Monday Decr 18th Begins with light winds from the northward at an early hour the boat proceeded on shore with a raft of casks and returned again to assist in heaving up some of the chain a north easter

1843 Laying at Anchor in Ship Bay

Barometrical Table

coming on and entertaining strong fears of her swinging on the rocks the rain also set in with every prospect of a rainy day the boat then returned on shore towing some spars and carrying a load of provision the party on shore having commenced trying out were compelled to cool down the rain coming down in torrents at ½ past 9 A. M. the boat returned and was hoisted in all further work being suspended until better weather the wind out N. E at 12 took both boats in on deck the gale increasing and the sea beginning to roll in very heavily the vessel tailing in within 50 yards of the rocks where the sea was breaking half mast head high and riding out a gale of a wind at a single anchor was any thing but pleasant at 1 P. M. the wind hauls to N. at 2 hauls to N. W. thence to W. and blew a most furious hurricane far exceeding any thing we had ever witnessed about these islands either last voyage or this taking the water up bodily like an immense snow drift it was however of great relief to us tailing us directly out to sea and removing our anxiety about our near neighbors the rocks we therefore paid out the balance of our chain and let her wallow to it toward sunset the weather moderating and the squalls growing lighter at 7 P. M the wind out at N. W hove in some chain fearfull that the wind might shift during the night and tail her in upon the rocks either on one side or the other having fully determined to shift our anchorage farther out at the first favourable opportunity where we could ride at the full scope of the chain without fear of bringing up on either side of the bay or being compelled to watch the weather and

1843 Laying at Anchor in Ship Bay

Barometrical Table

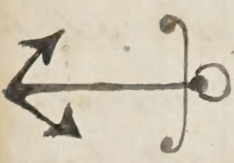
pay out or heave in at every change of wind

~~Ate~~ **Tuesday** Decr 19th Begins with strong breezes from N. W. and rain after breakfast finding it blow too strong and the weather too threatening to proceed on shore broke out for water and put the hold in readiness to receive blubber this morning took a set of altitudes and made the Longitude of this island 52.54 E showing an increase of error in the Chronometer over and above all her corrections from 10 to 5 P. M. the woollies blow very fresh from the land from N. W. to W. at 5 moderates a little sent a boat on shore which returned at 6 bringing with them some sand and plank for shifting boards &c the shore party had killed and skinned about 40 Elephant during the day having now a large quantity of blubber on hand the cooper also remained on shore to night at 8 P. M almost a calm a few slight puffs now and then from the Westward the remainder of the day the same

Longitude by 2 different sets of Altitudes taken this day 52°.54 E

Wednesday Decr 20th Begins with almost a dead calm occasionally a few slight puffs from the N. E. had breakfast at ½ past 3 A. M. the weather foggy with a slight drizzling rain the wind not strong enough to make her head up to it and considering this a good opportunity to shift our anchorage manned a boat and sent it on shore to inform the Captain we were in readiness to heave up the boat proceeded on shore and the message being left returned again and shortly afterwards the boat belonging to the shore party put off manned by them first off bringing the Captain an anchor was then carried out ahead further out about 150 fathoms the large anchor was then hove up and

we commenced warping her out. just at this juncture the wind unfortunately sprung up from the Westward and we were compelled to come to anchor in a position not much better as a South Wester or South Easter would now tail us in close to a point of rocks on the opposite side of the bay. The Woolleys now set in from the



shore with tremendous fury preventing the return of the boat at 1/2 past 10 A. M the wind moderated a little and the weather clear the Captain being anxious to get on shore and commence trying out manned a boat with a crew of the most sturdy oarsmen in the vessel leaving the most of his party on board after a severe struggle they succeeded in landing and the smoke soon after ascending up from the arches announced to us they had started the works the remainder of the day settles down into a gale of wind with hail rain and snow had no further communication with the shore this day altho we intended taking the shore party to the beach and bringing off our men had the weather permitted

Thursday Decr 21st Begins with a gale of wind from W. and a rain storm with occasional hail squalls the moon also changes this day at

8h 40 A. M during the decrease of the last moon we have experienced a continual succession of the most severe westerly gales varying from N. N. W to W having had but one easterly wind of about 12 hours duration since the full of the moon at 1/2 past 10 A. M the weather moderates a little manned a boat and sent it on shore leaving only the Mate and two men individuals on board just as the boat arrived near the shore a most tremendous snow squall set in the wind blowing most furiously from the westward the boat however arrived in safety, this morning took two sets of altitudes by different individuals and made the longitude 52°"53' the two sets agreeing within 1/4 of a mile a little before 12 obtained another altitude and worked the latitude by double altitudes making the latitude of Ship Bay 46"28 South which we believe to be the true latitude during the remainder of the forenoon the woollies came off from the Westward in great fury and in rapid succession accompanied with hail rain and snow we could see the shore party busy around their works firing up all they knew. In perusing a civil Almanac for this year noticed that a total Eclipse of the Sun would take place this day at about 1 P.M. in the United States and as it was midnight very little was said about it but midnight at home being 8.20 A.M. here we intended to watch for it and see whether it would be visible in the Southern Hemisphere but we saw nothing of it so we presume it was not visible south of the Equator to day had a good meridian observation and found the exact Latitude to be 46°2'8 South at 1/2 past 3 P.M. the boat returned bringing off those belonging on board and informing us that the quantity of oil now tried out on shore exceeds one hundred barrels throughout the afternoon severe woollies and heavy snow squalls from the Westward the remainder of the day a hard gale of wind

Friday Decr 22nd Begins with heavy squalls from the Westward accompanied with snow had breakfast at 3 A.M and watched a favourable opportunity to go ashore at 1/4 past 4 the boat started and soon arrived at the beach in half an hour afterward observed the

Longitude by 2 sets of Altitudes taken this day 52"53 E

We were in hopes to day the Eclipse would be visible here that we might have found the true Longitude of the Island and corrected our Chronometer work in full operation at 5 the weather moderates considerably the wollies growing lighter and lighter the mate still continues laid up with a severe finger which is a serious drawback to us as had he been able to come on deck we would have had considerable oil tried out on board independent of the oil on shore his finger however is mending slowly and we are in hopes in a week or so he will be enabled to superintend the works and drive a good stroke of business on board in the way of trying out. during the remainder of the forenoon wollies piping up again but not so fresh as yesterday to day had as fine a horizon as could be desired and took a meridian observation the result was the same as yesterday Latitude of Possession at Ship Bay 46° 28' South at 7 O clock P. M. the boat returned and informed us that the shore party had boiled out about 20 barrels the try works being out of order a portion of them ha[illegible] caved in the night previous the remainder of [illegible] day occasional snow squalls from W. S. W

Saturday Dec. 23rd Begins with mild pleasant and moderate weather the wind light from the Westward the boat departed for the shore at an early hour taking their dinner with them a portion of them expecting to kill and skin throughout the day. the shore party also commenced trying up very early in the morning and the weather being so fine we confidently look for a good day's work at 12 saw that the works were cooled down the weather still continuing moderate at 2 P. M the wind hauls to N. and the weather begins to thicken up at 1/2 past 4 the wind hauls to N. E and a light drizzling rain begins to set in with every appearance of another North Easter in store for us we however lay in a better position for the wind in that direction than when we had the last easterly blow provided our chain is clear of which we have our doubts as she does not head towards the buoy appearing as tho the chain was foul of the rocks and all hands are on shore except the Mate and two other individuals at 5 breezes up quite fresh when she tailed out in a line from her buoy and found the chain all clear the rain also began to pour down in torrents mingled with hail about this time the boat came alongside and reported having killed and skinned elephant enought to make about 30 barrels of oil the elephant being about 1/2 a mile back from the beach they also informed us that the quantity of oil now tried out was 20 casks averaging about 8 barrels each after part of the day the wind varying from N. to E. and light not strong enough to counteract the current running in an opposite direction causing her to head to all points of the compass sometimes head to the wind sometimes tail to it

Sunday Decr 24th Begins with light winds and baffling from the S. E. took an early start and sent the boat on shore with the galley just as the boat started the wind comes out from the Westward and soon hauls to W. S. W. with a drizzling rain at 9 A. M it clears up pleasant and the wind shifts to W. N. W. at 2 P. M. saw a party come down to the hut and not having seen any one on the beach all the morning presume they had been skinning again this has been a most beautiful day for trying out and had they been supplied with blubber at the

Took a Set of Altitudes to day and worked the Longitude by Chronometer to be 52°39' E

works they might have driven a famous stroke of business at 3 the wind hauls to N. W. at 5 P. M the boat came alongside the whole party having been occupied during the day in getting blubber down to the mouth of the brook thence backing it to the pond at the works and according to their calculation they have blubber now on hand sufficient to make 100 barrels more of oil besides a lot of elephant not yet killed at 8 the wind freshens and blows very hard in woollies from off shore. To morrow should the weather prove favourable we expect to commence rafting off oil and we have no doubt this bay will yield us over 300 barrels of oil after part wind the same

Monday Decr. 25th. Begins with strong woollies with hail and rain from N. W. to N. N. W had an early breakfast and watched a favourable opportunity for starting to the shore at ½ past 4 A. M the wind lulling a little the boat put off taking with them a bag of bread for the shore party. and in a few minutes arrived at the beach We had almost forgotten that to day is Christmas day the season of festivity and rejoicing at home and we can almost fancy that we hear the halls resounding with the enlivening notes of the violin and the merry step of the fascinating dance the smoking punch and the tables groaning under the weight of poultry, pies, and all the delicacies of the season and, but stop, the bark of that infernal elephant has destroyed the illusion and recalled our wandering senses back to our anchorage in the cold stormy cheerless and desolate Crozettes. But no matter tis true we cannot at present revel among the rich

1843 Laying at Anchor in Ship Bay

strong exhilarating mixtures and quaff the luxurious wines of the season being at present all hands of us "teetotallers" but we can look forward to St. Helena and a full ship and in sweet anticipation lay back on a bottle of Cunninghams best and that is almost as good as tho' we had it. Moreover we can and listen to me now ye epicures who ransack ocean earth and air to satisfy your pampered and vitiated appetites we live nay we feast here in this remote and dismal corner of the Globe on luxuries of the savoury flavour of which you can form no conception the richest and most delicious morsels of food that ever found its way into the human stomach such as elephants tongues, flippers hearts, livers, tripe and young bull elephants — "Oh hush" what the ladies at home politely term "fries" so that we are not so bad off during the holidays but that we might be much worse

In an hour after the boat had left it began to breeze up again and blowed very heavy until 3 P.M. when it began to moderate the woollies constantly growing lighter and lighter have not seen any of the shore party to day on the beach excep expect they are off killing again as the weather has been too windy to day to raft off oil at 5 O clock almost calm the boat also returned and informed us that a visit had been paid to American Bay where they saw at least. 1000 Elephant the Albatross also begin to lay, some eggs having already been collected far exceeding in flavour hens eggs and five times their size. To night for our christmas supper independent of all the varieties of Elephant we had a sea pie made of young Albatross a delicious meal surpassing in flavour any wild fowl that can be named as tender as can be and larger than any goose. The Albatross rays but one young one bird and that one never leavs the vicinity of the nest for the space of one year during which period the old birds constantly feed him at the expiration of that time the female lays again and her attention being called to the raising of another family the young bird sorely pinched by hunger spreads his ample pinions to the breeze and puts to sea to obtain his own subsistence. the albatross never touching any thing on land some idea can therefore be formed of the superior flavour of a young Albatross just before he quits the nest we have also fish in abundance whenever we wish a mess of fresh fish we have only to bait the hooks and throw the lines over the vessels side then transfer the fish to the frying pan it blowed and stormed so to day the shore party did not do much else but cruise about the island after part the same

Stowed
100bbls.
Down

Tuesday Decr 26th Begins with moderate weather and light winds from the Westward had breakfast at ½ past 3 A.M and started for the shore, throughout the day the weather was moderate and we intended to raft off oil we commenced early both boats towing the shore party manning one of them and succeeded in bringing off three rafts of 5 casks each these were run down in the ground tier making at least 100 barrels of oil stowed down we also sent two rafts of empty casks on shore and had decks all cleared up by 6. A.M. this is the way we keep the holidays there are also about 35 barrels of oil in casks still on the beach and blubber at the works to make upwards of one hundred barrels more of oil in this one bay after part the same

1843 Laying at Anchor in Ship Bay

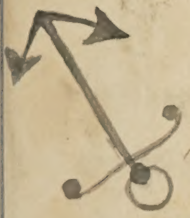
Wednesday Decr 27th Begins with good weather and moderate an occasional huff now and then from the Westward at 2 A.M. observed the fire on shore at their works expect they must have started them at midnight at 3 A.M. the wind hauls to the Northward with a visible change in the appearance of the weather and strong symptoms of a North Easter at 4 the rain sets in with the wind out at N.E. from 4 to 10 blows pretty fresh from the N.E. all hands turned in to bottle up a little extra sleep to draw upon in better weather as this turning out at 2 and 3 in the morning makes a long day of it particularly in summer as is the case now with us in this hemisphere the sun rising at present at $4^{h}.14^{m}$ A.M and setting at $7^{h}.48^{m}$ rather an odd summer tho' by the by with snow squalls every day at 10 the wind hauls to the Northward and the weather still continues thick and hazy the rain also compelled the shore party to cool down at 12 O clock the wind hauls to N.W. and the weather to breaks away the party on shore also commenced firing up again took dinner and sent the boat on shore during the afternoon the wind blows very fresh from N. to N.W. at 8 P.M. the boat returned bringing with them some Albatross eggs they also informed us that they had tried out from 25 to 30 barrels of oil after part wind the same

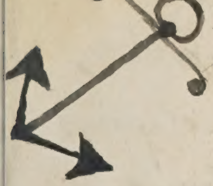
Thursday Decr 28th Begins with strong breezes from N.N.W. to N. and very squally towards day break the woollies constantly increasing in fury until it below blowed tremendously had breakfast at 4 O clock and watched for a favourable opportunity to start for the beach. the works being in full operation on shore at 5 taking advantage of a lull started and after a most severe struggle succeeded in landing we have also missed the buoy to our anchor since yesterday noon suppose it must have chafed off against the rocks on the bottom or else the kelp has tailed across the line and drawn the buoy under, most probably the former as we have had a shift of wind from N.E. to N.W since the buoy was first missed which would have tailed the kelp in another direction and cleared the line therefore conclude it has taken a trip to sea in an hour afterwards it began to blow harder than ever and set in to rain this continued until 2 O clock P.M when it died away a calm the boat also returned the party to on shore having cooled down on account of the rain having now eleven casks full of oil at 3 light puffs of wind from S.E. at 4 P.M the wind hauls out o the Westward greatly to our satisfaction and relief as had a South Easter come on we wou'ld have tailed in almost on the rocks. This wind blows very rarely about these islands during the summer not having experienced one all last voyage whilst here and when they do come it is generally butt end first blowing most furiously and heaving in an awful sea after part wind light and baffling finally winding up with a dead calm

First Quarter

6.24 P.M.

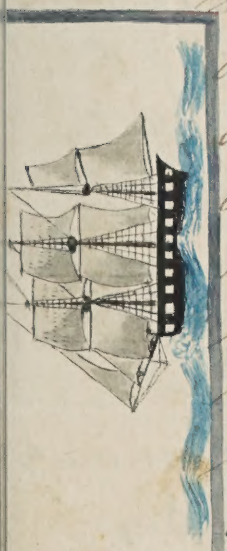
Friday Decr 29th Begins with a calm and a rain storm at 3 A.M the wind coming out S.W in light puffs at 5 sent the boat on shore with a bag of bread and some Molasses as the shore party were without either with a request also for the Captain to bring his troops off whilst it was a calm and assist us in shifting our anchorage it was also





our intention to bend another buoy to the anchor in case the old was not under the kelp. the Captains party may be strictly called "Joe Bowers Gang" as they ~~may~~ consist of the 5 Portuguese obtained at Flores not one of whom can yet speake the English Language intelligibly a St. Helena native and one American these compose his body guard with this heterogeneous party however the Captain contrives to "push along keep moving" and drives a considerable business in the oil line trying out by day or night as the weather will permit in about half an hour all hands came on board and we commenced preparations forthwith to moor her the rain beginning to moderate having rained incessantly all night at 8 Oclok A.M it cleared up beautifully and proved to be a most charming day by ½ past 9 her moorings were all complete having two anchors lashed together with a long scope of chain toward the beach on the starboard bow and our large anchor out on the Starboard bow the weather being so remarkably pleasant commenced rafting and rafted off 2 rafts of 5 casks each which we stowed down the wind throughout the day light and baffling from the Southward and Eastward stowing us down 65 barrels during the afternoon caught a Sting Rae. at 8 P.M. was taken all aback by seeing a Bark standing on the wind beating up towards us in half an hour afterward she wore ship heading toward the island believe it to be the Bolton of Stonington we will know by to morrow morning should it prove to be the Bolton it will alter our plans materially. the wind about this time N. E. with every appearance of a storm brewing after part. wind the same but light to day opened another cask of bread weight 4 lbs 5 leaving but 2 more

Stowed
65 bbls.
Down



Saturday Decr 30th Begins with cloudy weather wind out N. E. and rain a long heavy easterly swell heaving in at 5 A. M the wind hauls to the Northward at 7 N. W. no veſsel in sight this morning presume she is to Windward of the island as when last seen last night she was standing to the Westward at 8 the rain ceases the clouds begin to break away and the wind shifts to the Westward sent the boat on shore and as they all went back from the beach out of sight from the veſsel suppose they started to kill the remainder of the elephant at ½ past 11 the wind shifts to E. and had some pretty smart puffs hauling from E to S. E. then N. E hauling back and forth constantly fast fouling her hawse in one minute and clearing it at the next. at 1 P. M the wind blows fresh from S. W. at 2 P. M. the boat returned from the shore to dinner they informed us that when they ~~informed~~ told the Captain, of the bark trying to beat in last night he was taken all abacks immediately upon recovering from his surprise he summoned all his troop forthwith ordering them to hold themselves ready to tramp at a minute, warning then telling the boats crew to kill the remainder of the elephant on that beach and carry the blubber to the try works and should the weather prove favourable to begin and work Boat and Shallop bays. boating the blubber to the works and if they were not able to boat. to try out having given the neceſsary orders, each of the shore party shouldered their baggage and provisions and in 20 minutes time they were on the full march for American Bay the Captain leading spear in hand to take poſseſsion of the beach and the 1000 elephant laying there and ere the sun sets he will no doubt have commenced the slaughter and they secure the possession of the beach thereby preventing the Bolton from bolting us out of a voyage as if that was her we saw last night she will be in that bay to night or to morrow morning at furthest there being a good house there for the accommodation of a shore party and try works all complete in the afternoon went on shore to obtain some Albatross eggs whilst on the mountains discovered the same bark coming down between the islands at 1/2 past 8 she came to anchor about two cables length outside of us in half an hour afterwards the Captain came on board of us and she proved to be the Bark White Oak of New London Captn. Norie he ~~had~~ stated that he had left Pig Island about 10 days previous that Captn. Barnham had 1300 barrels of oil. the Bolton was also there with 200 hundred barrels Capt Allen of the Franklin had left for home the day previous to his sailing all full having about 600 barrels the White Oak had in 400 barrels he also stated that Captn. Gibbons had left Pig Island about 6 weeks since for Possession to wood and water the wreck however the only wood on the island remained untouched just as we left it last season so that he could not have been here. Captn. Norie stated that his object in coming in was to endeavour to bargain for this vessel to take him to Desolation about 1/2 past 10 P. M he returned on board his own vessel, after part a calm.

Sunday Decr. 31st Begins with light airs from S. W. had breakfast at 3 A. M. a lovely morning manned a boat and started to the beach after lances and clubs previous to going to Shallop bay. the other vessel immediately lowered three boats and pulled up toward boat bay this looks strongly of going after blubber altho the Captain said last night he did not intend

This day took 2 sets of altitudes and made the Longitude 53.03' E. the Chronometer therefore is going 1 mile on the high pressure principle being 5.08 slow of all her correction according to ~~these~~ altitudes

to interfere with us but that in the morning he would take one of his boats and go up to American Bay to see our Captain and obtain some information with regard to Desolation we will soon see however whether he has been playing "possum" or not at 8 the wind comes out N. E. but light warm and pleasant to day took two sets of altitudes and made the Longitude 53.02 E. and 53.04 E. by Chronometer it was nearly 11 A.M however when they were taken altho the horizon was good at ½ past 2 P.M our boat hove in sight with a load of blubber and took it to the works in half an hour the Musquito fleet hove in sight with a raft of blubber which they carried to their ship at 4 P.M. our boat returned bringing some wood and albatross eggs the Mate went on board the White Oak when the Captain informed him that he had got his blubber in Windy Bay that there was any quantity of elephant there that he should bring his ship in and moor her that he would not interfere with our bays but work the bays above American bay. he had also been to American bay where our party are at work and stated that he had seen elephant enough there to fill us and 150 barrels to spare so that there is every prospect of business going on harmoniously instead of a "pull dick pull devil" system between two rival vessels we have only 13 barrels of beef and 2 casks of bread left beside the one opened a few days since consequently we are short. the other vessel has an abundance of provision but is in want of two men, and he is willing to let us have provision provided we will spare him a man or two to this our Captain will not consent until we are a full ship so that is "diamond cut diamond" we will however bet 2 to one on our old ~~capta~~ man that he outgenerals him at last keeping the men untill we are full and then getting the provisions after part of the day the wind N. E.

January 1st 1844 Begins with a North East rain storm not much wind but a heavy swell heaving in from the Eastward at 4 the wind hauls out to the N. W. raining incessantly at 8 clears up beautifully manned a boat and sent on board to assist Captn Norie in mooring they immediately commenced heaving up and towed her a quarter of a mile inside of us when they moored her at 4 the boat returned and started for Shallop bay the barks boat killing elephant in this bay at 1/2 past 8 our boat returned having left a load of blubber at the works after part wind light from the Northward

Tuesday Jany. 2nd Begins with light breezes from N. W. at 4 manned the boat and started to the works to try out at 8 4 men came down from American bay after provisions also with an order of the Captain to man both boats and come up after a raft of blubber if possible if not send one boat with the provisions they also reported having seen the three boats belonging to the other vessel in Little American bay killing elephant in direct violation of his own agreement the wind now shifted to N. E. and looked threatening manned the 6 oared boat and sent it with her crew and three of the shore party up to American bay one of the shore party St. Helena Joe having fallen overboard just as she was ready to go consequently kept him on board also sent two bags of bread &c. at 10 the weather breaks away a little and looks much better we miss our barometer now greatly in our calculating upon the weather we are now fearful that our prospects are blighted in our voyage by the arrival of this veſsel and her interference in the bays where we have commenced killing we will do our utmost however at this island not relishing the island opposite where we will be compelled to go in the event of not filling up here at 12 the rain sets in and commences blowing fresh from N. E. during the whole afternoon raining inceſsantly and blowing hard with considerable sea on. at 6 P. M. the wind hauls to N. thence to N. W the rain still continuing and wind as fresh as ever at 9 P. M no signs yet of the boat have given up all idea of seeing her this night are in hopes that seeing the weather look so threatening did not attempt to start with a raft of blubber. do not think she has been blown off as she was well manned and had also a good kedge anchor with a long scope of line about 2 O clock saw the White Oaks boat go alongside with a raft of blubber at 11 P. M the wind hauls to W. and W. S. W. and blows very fresh with considerable mist and fog

Wednesday Jany 3rd Begins with clear weather and light baffling winds from the Eastward from S. E. to N. E. at ½ past 6 A. M. saw a whale spout about a mile outside of the bay no boat in sight yet this morning are in hopes that the Captain has detained her and the crew and has kept all hands to skin as that would be our best policy under existing circumstances to skin away as the life depended upon it until they have about 300 barrels then for all hands to come down and get the schooner under weigh leaving one or two Portuguese to stand guard over the

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blubber until the arrival of the schooner then raft it off which would easily be accomplished in one day then return to Ship Bay send part of the blubber on shore and keep the remainder on board trying out in both places in this way we would save a great deal of time in the way of boating and enable us to keep pace if not obtain the whip row over the other at any rate to use a common phrase we must begin to work roots and logarithms at 9 O clock the Mate and two others all there were in the vessel went on shore to look to the blubber in the pits found that the recent rain had broke through them and let the water out repaired them and put things in order about the building and works then returned the wind light and baffling at 3 P. M saw the Captain crossing the mountain toward the beach lowered a boat and went after him he reported that Capt Careys men had killed all the elephant in little American Bay they had also killed 50 elephant in Shallop bay and left them there without skinning them in order to secure them this conduct is unmanly and outrageous we however went up to Windy Bay and killed a large number the boats crew remaining there until sufficient is skinned to fill us which will be by day after to morrow so that we will be even with him and he eventually the loser as so much going among them will drive half of them off and had he acted according to agreement we would not have disturbed this bay in which there are 1500. leaving them all for him, this afternoon cleared the hawse. at 5 the Captain took the two men belonging to his party and went on shore to prepare for trying out in the morning wind light from the N. E. latter part wind light and baffling

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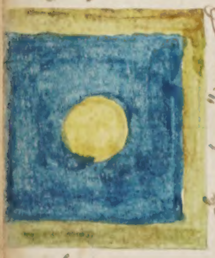
During the increase of the present moon have had a great deal of easterly weather but in general has been better than we have ever known it before at these islands

Thursday ~~Decr~~ Jany 4th Begins with light baffling winds principally from the Eastward at 8 A.M the Mate started for the beach taking with him the only two men that were on board leaving the schooner to take care of herself intending to aſsist the Captain in trying out during the day tried out about 25 barrels the other veſsels boats bringing a large raft on board of her and then starting to Windy Bay to encamp think they will be somewhat surprised when they find our men there who must have skinned at least 50 elephant there expect them down to morrow as we shall have blubber enough to fill up we will then get the schooner under weigh and go up after it this has been a lovely day extraordinary weather for these latitudes at 8 P.M returned on board again after part wind the same

Full



Moon

2". 07. 22 P.M

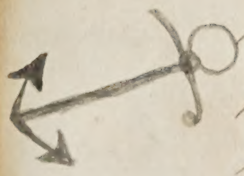
Friday Jany 5th Begins with strong breezes from W. S.W. no chance this morning of going to the shore at 8 A.M considerable swell heaving in from the S.W. the shore party here have not yet commenced firing up about 8 A.M. saw some men croſsing the mountain knew them to be our men from American bay in an hour afterward the shore boat put off with the Captain and 10 men came on board and altho the wind was blowing fresh from the Westward immediately commenced heaving up the anchor slipping the two lashed together in a very short time had the anchor on the bow and made sail for American Bay at 12 M. came to anchor there after dinner the Captain with all his party went on shore to raft off blubber to us the Mate and three men remaining on board to receive the blubber wind

freshening from W.S.W. to S.W blowing directly out of this bay during the afternoon the boat brought up two rafts 14 fathom longer than the moral law the first having 284 large bunches of blubber and the second 333 bunches each raft will make at least 75 barrels of oil it was 9 P.M when we had the last of the blubber on board at 10 P.M almost a calm a few light puffs from N.W. should the weather prove favourable in the morning we will take the blubber out of Windy Bay about 100 barrels more and then start for Ship Bay land our blubber and drive the works all we know this is the way we do business about these days after part calm

Saturday July 6th. Begins with calm weather at an early hour sent the boat on shore for the shore party which soon returned bringing the Captain and all the party had breakfast and manned both boats to start for Windy Bay leaving only the Mate and one man on board a Portuguese with a sore finger one of the boats started with a raft leaving the other boat and the rest of the crew to raft the large raft in about an hour arrived at the vessel with our raft of 50 barrels and then returned to assist in towing the other this was a poser being 30 fathoms long and containing upwards of 110 barrels of oil this was the hardest work this voyage the tide turned and for half an hour we pulled and tugged without gaining one inch we next undertook to kedge it with two shot of line ~~this~~ the first time we run the kedge we lost it ~~renderate~~ rendered swearing desperate by this mishap we buckled to it again pulling tugging sweating and swearing which appeared ~~mat~~ materially to assist us for the tide

turned in our favour and by 20 minutes past 12 we had it alongside. without waiting for dinner we whipped it in board completely filling her next commenced heaving up and got underweigh the wind light and baffling which soon died away we then lowered all three boats leaving only the Captain on board after considerable difficulty arrived at our anchorage about 8 P. M. took supper and commenced rafting off blubber to send on shore having run a line to the st barke to warp by this raft the Captain took with his party and started for the shore it being now dead calm at 10 P.-M ~~se~~ the watch was set for the night

Sunday Jany 7th Commences with fine weather and calm at 4 A. M took breakfast then hove up the small anchors and fleeted them further in shore the shore party coming off to assist us at 7 we were all moored again and the shore party returned to try out the boats crew boating and rafting the blubber to the shore the weather continuing fine and calm. and no surf on the shore during the day took most of the blubber out of the vessel leaving two rafts moored to the shore and taking 3 boat loads to the works, at 7 P. M. the boats crew took supper and went on shore to keep the works going all night watch and watch with the shore party at 1. A. M. the boats crew returned to take their watch below having boiled out thus far 7 casks the weather still the same



Monday Jany 8th Begins with fine weather and calm at 7 A. M took breakfast when all hands went a-shore except the Mate and cook taking with them a load of Blubber. about 9 A. M. two men came off and took the remainder of the blubber on shore intending to drive business now to the utmost at 4 P. M a strange boat came alongside which proved to be Captn. Nash of the Bolton direct from Pig Island with 400 bbls Elephant oil who reported Captn. Ship United States? Barnum at Pig Island with 1400 said that the elephant were very scarce there. thought that he should go to East Island he also reported plenty of whales outside that he had chased them yesterday and to day but could not get on them as the weather was so calm he remained on board but a short time as his vessel was nearly out of sight to the Southward of the island at 7 the boats crew came on board for supper having tried out 9 casks since last night at ½ past 7 they went on shore again to relieve the shore party at the works and returned again at 1 A. M. to take their watch below

Tuesday Jany 9th. Begins with light airs from the Northward and foggy at 7 A. M had breakfast and the boats crew went on shore Mr. Weller and the Steward returned to assist me in opening bread, flour, peas, beans &c to obtain the casks for oil in the afternoon took a boat load of casks on shore about 5 P. M the boats crew came off and stated they had been backing blubber from the raft to the pit and that they had put it all in the pits some of them helping the Cooper to head over and drive the oil cleared hawse filled the scuttle. butt and took supper during the day have had light winds from the Northward and occasionally foggy then clearing up overhead in the afternoon a small swell from the eastward remainder of the day light puffs and foggy weather

Wednesday Jany. 10th. Begins with light airs from the N. E. and foggy. at 4 A. M. the boats crew went on shore to assist

in trying out as the works were already in full operation about 9 the wind hauls to the Westward and the rain sets in at 11 A. M the boat came on board and said they were compelled to cool down on account of the rain about noon clears off and blows hard from the Westward with strong woollies at 8 P. M. saw a Bark coming in from the Southward under very short sail, she went through between the islands steering to the Northward from 8. to 12 blows very hard in woollies from W. to W. S. W. with some rain

Thursday Jany 11th Commences with very strong breezes from W. to W. S. W with rain a swell heaving in from the Southward saw the shore party busily engaged in trying out about 5 moderates sent the boat on shore about 7 the boat returned and said the Captain told them to go up to American Bay if there was any chance of getting there stopped alongside of the White Oak when the mate informed us that he came down from American Bay last night and that there was so much surf there he could not land they also informed us their Barometer stood on changeable weather was fearful it might change for the worse hoisted up the boat blowing fresh from the S. W with rain the weather looking very threatening to windward. at ½ past 10 moderates took dinner saw a signal from shore watched a favourable opportunity and sent the boat she soon came off with orders to start immediately for American Bay took a bag of bread and started a boat from the White Oak also following this was a severe pull most of the way against wind and tide we arrived there however in about two hours both boats landing at the hut and at the same time each ignorant of the destination of the other our object was to kill the elephant we had left some days back in the tussack about ½ a mile from the beach we soon discovered that they had found out the elephant and had the same object in view we had then no alternative but to mate which was done we next proceeded to drag up our boats high and dry on the beach and take our blankets, provision &c up to the hut and having disposed of them we proceeded to the elephant and killed the whole of them about 100 in number and commenced skinning toward sunset returned to the hut to cook supper and encamp for the night. the hut was in a wretched condition ancle deep in mud and filth being about 18 feet square one end of it composed of the side of a rock against the rock in one corner rigged a kind of fireplace and kindled a fire with blubber we next overhauled our stock of provisions and found that we each had a bag of bread but neither beef, pork, or molasses we also had in our bag some tea and a little dry salt the pot was filled with water and hung on an iron hook for a trammel extending from the rafters to the fire place about one quarter of the roof being removed by way of a vent hole for the smoke the other sides of the building filled with cracks and crevices through which you could thrust a clever sized dog as our stock of cooking utensils was then limited to this pot, held a consultation of war when it was unanimously resolved to boil some Albatross eggs. first in the pot and then make tea we also started another fire in the opposite corner of the rock and a third in the centre of the room in an old copper which had formerly belonged to some ships cooking stove in about an hour supper was ready and sitting or standing around the fires as circumstan would admit we presented a picture which would defy the pencil of a Hogarth. our faces besmeared with oil. sand, sweat and smoke our clothes besmeared with blood wet and dirt our sheaths and leaning knives strapped around our waists we looked for all the world like a parcel of banditti who had just saved their necks from the halter by a precipitory retreat without stopping to pick their way we however contrived to demolish our suppers and our next object was to stow ourselves away for the night as comfortably as we could which by the bye was a pretty serious task in the centre of the building the Captain had on a former occasion lashed two small spars horizontally about six feet from the floor and thrown loosely over it three or four boards which by way of distinction he had christened a chamber into this establishment by dint of perseverance and some considerable exertion three of the party succeeded in crawling consisting of the chief mate of the White Oak the second mate and a boat steerer belonging to our vessel and from its rickety motion it s appeared strongly inclined to deposit its load before morning there were 11 of us still to be disposed of two of whom took the boats sails and rolling themselves up in them banked on the floor on one side of the building was a platform which had been used for sleeping on about the size and shape of a tailors shop board on this we spread our blankets and laid down in the following order one tier of three fore and aft then a second tier of three athwart ships then a third tier also of three stowed fore and aft we however laid very comfortably until some one found it necessary to turn when all hands were compelled to surge at once as we were stowed so close taking care however to be in readiness as the individual who

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wished to turn ~~out~~ over would call out " all hands stand by for stays we were also occasionally waked in the night by a gentle tug at the corner of our blankets occasioned by some unlucky wight who being half frozen was on a foraging expedition appropriating to his own use the blankets of the sleepers and thus ended the first night of camp duty

Friday Jany. 12th. Begins with fog and rain from the Northward turned ~~out~~ out and made preparations for breakfast in rummaging around found an old frying pan without a handle and a hole in the bottom - scoured it out with a piece of blubber and fried some eggs also had some bread coffee the wind now out N. E. and raining hard at noon clears up and wind hauls to S. W started out and went to skinning again at 5 P. M it commences raining again quit work and went to camp had supper and turned in again

Last

Quarter

Saturday Jany 13th. Begins with squally weather from the Westward with hail and rain at 7 A. M. it clears up went out and skinned the remainder of the elephant and divided it equally then went back to camp in about two hours Mr. Patrick came up with another boats crew from the schooner both boats then went to Little American Bay and took the remainder of our blubber from that bay with which we returned to the works in Ship bay having each a boat load the remainder of the day wind quite moderate

Sunday Jany 14th. Begins with light breezes from the W. took breakfast at 2 A. M. and started to the Northward taking with us a bag of bread after pulling up to Boat bay point found the boat stop suddenly in the kelp and could not budge her ahead one inch upon examination found that her stem was split open backed her out of that and into Shallop bay where we beached her one of the men then returned to Ship Bay and the rest of us shouldering our dunnage and provisions tramped it over the mountains to American Bay where after refreshing ourselves we started over an infernal mountain which appeared to me to have no end toward the top we however surmounted it after a great deal of labour and began to descend on the opposite side our object being to endeavour to find a passage by which we could gain the beach under the cliffs in hopes of finding elephant we succeeded in gaining the beach by means of a very steep descent and found there 32 elephant which we killed we had scarcely commenced skinning before it began to rain we however persisted in our work rather than leave it and return again and finished them altho it poured down in torrents after disposing of our blubber in a place of safety and covering it over to secure it from the birds we commenced our return back to camp in American bay after resting once or twice in our ascent up that accursed mountain now rendered slippery by the drenching rain which I shall call Mount Misery for richly does it ~~merit~~ deserve the title we gained the top and most religiously do I believe if a church were located there and a congregation resided at the foot of the mountain all those who visited it for the purpose of worship would certainly merit a title in the calendar of saints after stopping to blow a little we descended into the valley to our camp completely drenched fires were immediately kindled to dry our dripping garments and active preparation set on foot to cook supper after supper we retired to rest with but one blanket for two of us

6 of us present mustering but 3 blankets. "to rest" did I say, God forgive me for saying so to freeze to death I should have said and to make the ~~so~~ matter worse ~~the~~ just after we had turned in the fire caught our clothing and bid fair to send us back over the mountains to Ship Bay bare assed we saved our clothing some of it in a woful state and made out to weather through the night—

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Monday Jany. 15th Begins with a rain storm and heavy gusts of wind from N. E. after taking breakfast whilst around the fire drying ourselves Mr. Patrick and another individual came in having footed it from ~~American P.~~ Ship Bay two of our party ~~started~~ remained with them intending to try the beach where we left off at Windy Bay point a high bluff preventing our going any further to the northward and having killed every thing up to it if they could find a passage down on the other side by crossing another mountain they would no doubt find elephant the remainder of us 4 in number backed our dunnage and footed it down to Ship Bay a distance of 5 or 6 miles crossing 4 or 5 lofty mountains on our route as soon as we arrived took a boat and proceeded to the vessel to assist in hoisting in a small raft of oil which was then alongside hoisted in the oil got ~~supper~~ having stowed it down and turned in the try works having cooled down remainder of the day the weather quite moderate from 8 to 12 midnight—

To day the Mate manned ~~the~~ a boat and proceeded to Boat bay where he brought down the balance of the blubber left there

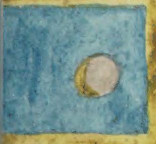
Tuesday Jany 16th Commences with moderate weather at 2 A. M. went on shore and found the Captain quite unwell with a severe pain in the back scarcely able to move went on board after his bedding, medicine

We then went on board with a raft of oil 5 casks which were hoisted in the boats crew then returned to the works leaving the Mate with his party to stow down ~~one~~ two of the men started up to Shallop Bay repaired the boat and took her on board those on board then manned her and the mate came on shore with a raft of casks the boats crew took dinner manned the boat and started for American Bay after our share of the blubber we had skinned in partnership whilst rafting it Mr Patrick and his party came down to us and reported having found a passage on the upper side of the reef and killed 40 elephant they put their dunnage in the boat assisted us off with our blubber and started down on foot we had a most tremendous pull of it and at sunset having come down to the point in sight of the vessel when we had wind and tide both ahead and was compelled to make fast to the kelp and load our boat nearly as deep as she could swim when the other boat made her appearance with Mr Patrick and his party they having come down to Ship Bay before us, they took the balance of the blubber and both boats soon reached the try works, all hands then turned to and backed it up to the pit when we came on board leaving the Captain much better hoisted up our boat had supper and turned in as soon as possible to make up for lost time

Wednesday Jany 17th Commences with moderate weather after breakfast manned the boat and went on shore intending if the weather would permit to man both boats and pull round on the South side of the iſland. at 8 A. M light puffs from the eaſtward about 10 the boat came off the wind blowing freſh from the Northward the weather clouding up and looking threatening having whilſt on shore headed up all the caſks that wanted coopering and after they were finiſhed rolling them down the beach to a good place for rafting from 12 to 6 P. M strong breezes from N. W. to N. firſt part of the night moderate breezes from N. E. after part strong woollies from N. W with rain

Thursday Jany 18th Commences with a strong gale of wind from N. W. and the rain pouring down in torrents which continued without any ceſsation until 12 Oclock M. when it clears off and the wind hauls to the Weſtward blowing as hard as ever no communication whatever this day with the shore during the afternoon found that the two small anchors were slowly but gradually dragging off shore at 8 P. M. blows as hard as ever remainder of the day wind from W. to W. N. W.

Friday Jany 19th Begins with freſh breezes from W. to N. W. had breakfaſt at 4 A. M. at 7 started for the shore found the Captain still unable to do any thing. all his party except the cook having gone to the Southward to kill some elephant found day before yeſterday about 50 in number. blows so freſh could not take off any oil. started to come on board on our way stopped on board the White Oaks where we remained to dinner, Captn. Nerie informed us that he had taken about 350 barrels elephant oil since he had come in and thought that he should put to sea in a few days after whale. at 5 P. M.

New

Moon
2h. 51. 10 P.M.

returned on board the schooner the rain alſo setting in. whilſt at supper the Mate of the White Oak came alongside for the Doctor meaning myſelf having given some little preſcriptions for some of their men, stating that one of their men was taken very suddenly and was almoſt dead ſprang in the boat with him and went on board raining and blowing very hard upon arriving there found the man in great agony with the cramp in the stomach occaſioned by eating elephants liver several days old before it was cooked soon relieved him. alſo dreſsed one mans leg who had been severely bitten by an elephant remained on board during the night. to day one of our sick men came off the liſt and another took his place

Saturday Jany 20th. Begins with fine weather and some puffs off the land took breakfast at an early hour at 5 A. M. their ~~p~~ boat put me on board the schooner the sick man much better our boat started some time before to the Northward at 6 Mr. Patrick came off. and ſhifted boats jumped in the boat to complete his crew when we started to the Southward to Dead Mans Cove where we arrived after a severe pull loaded our boat as deep as she would swim as we rounded the point at Ship Bay found the other boat at the beach unloading unloaded our blubber and started the works at noon went on board after flour to make some dough nuts for all hands the Captain having promiſed a blow out when we obtained 300 barrels of oil the try works were alſo started during the afternoon blows freſh from the Weſtward with some light haile squalls at 6 P. M the

The Mate took 2 sets of altitudes this day
and made the Longitude by Chronometer
53.06 E. and 53.05 E.

the boat returned having cooled down the caſks and tried out 3 caſks of oil, the Captain sent off word to man the windlaſs early in the morning if the weather should prove moderate and heave in on the large chain and he would come off with his party and aſsist in mooring her again as she had dragged the small anchors so that she lays directly over the large anchor latter part of the night blows fresh from the Westward

Sunday Jany 21st Begins with fresh breezes and squalls from off the land at 6 A.M. the wind dies away then light puffs from all points of the compaſs began heaving in the large chain having run out a line off shore with a boats anchor. obtained a kedge and hawser from the White Oak and run it out to the Northward then hove up the large anchor which came up clear, hauled up the boat anchor and run a line to the White Oak and at 2 P.M succeeded in mooring her after eight hours severe labour all hands then went to dinner after which cleared up decks and returned the kedge and hawser. the Captain then took his party and went on shore. fair weather and fresh puffs from off the land during the afternoon remainder of the day quite moderate

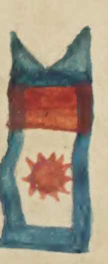
Saw a Right Whale to day in the harbour within 100 yards of us going very leisurely along

Monday Jany 22nd Begins with fair weather and light puffs from the Eastward both boats took an early start and went to the Southward and returned with the remainder of the blubber from Dead Mans Cove each boat having a load. the boats then started to the Northward and returned with all our blubber in that direction having two solid boat loads. at 2 P.M came alongside with 5 caſks of oil these were hoisted in and all hands went to dinner after dinner stowed down the oil and took a raft of empty casks on shore. this afternoon the Captain transfered two men on board the White Oak as it was their wish, and we were likely to be short of provisions their names were Robert Howard and John Flewdown. they went on board with their dunnage and the White Oak proceeded to sea at 8 P.M. wind from the N.E. and cloudy with some sea heaving in. at midnight blows fresh from the N.W. with rain squalls, latter part of the night calms and fresh puffs from all points of the compass

Tuesday Jany 23rd Begins with strong breezes from the S.W. about 9. A.M moderates with a heavy sea heaving in around the S. point in the afternoon calm and light airs from the Eastward with fair weather, too much sea on to raft off oil ~~an~~ went on shore and took off some wood and empty breakers the shore party employed in breaking up the remains of the *Atlas for fire wood, Mr Patrick had gone on a tramp after elephant remainder of the day more moderate

*See Mem in front of Book

Wednesday Jany 24th Begins with light puffs from the Northward took breakfast at ½ past 3 and started for the shore intending to take off a raft of oil if the weather would permit found upon our landing there was entirely too much wind. the wind and current both setting to the Southward and the weather looking very threatening. put slings on a raft of casks to have them in readiness when the weather should moderate also assisted the cooper in heading up the casks to fleet the hoops the wind constantly freshening and the rain setting in about 9. A. M. saw a Ship coming down before the wind under double reefed fore and main topsails and jib, she had a green boot top with painted



party when abreast of the schooner she hoisted her signal at the mizen peak. her signal was a red ball or star in a white ground / with blue border - the end of the fly one blue stripe and another of red supposed it to be Mr. Mallory's private signal and that the ship was the Aeronaut of Mystic the schooner answered her by setting her ensign the ship then passed on and afterward braced up on the wind

at 10 came on board from shore blowing very fresh from the Northward and raining hard, had dinner then turned in like good christians each man severely ~~employed~~ engaged in bunk duty - Mr. Patrick also informed us that he had found about 300 Elephant about a mile above Dead Mans Cove after part wind strong from the Northward ;

Thursday Jany 25th. Begins with strong breezes from the Northward at 5 A. M moderates a little went on shore and brought off a raft of 5 casks of Oil at 10 A. M wind light and baffling from all points of the compass with rain having stowed down the oil took dinner and went on shore after another raft of 5 casks which we brought off and stowed down the shore party cooling down their works having tried out 3 casks considerable sea heaving in from the eastward around both points took a small raft of casks on shore. returned and took supper having completed the days work the wind now out from the Westward and very light after part wind moderate

Stowed down
165 bbls
since last count

Friday Jany 26th. Begins with beautiful weather a few light puffs from off shore all hands busy trying out on shore and rafting off and stowing down on board rafted off 11 casks from shore and stowed it down the shore party tried out 5 casks took some altitudes to day and made the Longitude 53..03 E

Stowed
71 bbls
Down

Long
53..03 E

This day took 3 sets of altitudes and made the Longitude by 2 sets 53".02 E and by the third set 53".03 E by Chronometer

after part quite moderate.

Saturday Jany 27th Begins with calm weather took an early start for Mr. Patrick's elephant with both boats had a severe pull of it the sea running half mast high and found the bay if so it may be called a slight indentation on the high rocky shore an infernal hole the sea breaking all over it with rocks half a mile from shore found it would be worse than madness to think of landing took a good look at it then with a willing mind bid it farewell and we trust and hope an eternal one the wind now came out directly in our teeth and continued so until we returned to the vessel giving us the most severe pull we have experienced this voyage after dinner went on shore when Mr. Patrick and 3 men started for American Bay by land to ascertain if any elephant had hauled in the bays as we wanted about 2 or 3 loads to fill us completely at 5 A. M returned on board the wind out N. E. and light the weather thick and looking rather dirty after part the same

Stowed
30 bbls
Down

Sunday Jany 28th Begins with moderate and fine weather started to the beach and took off a raft of 5 casks of oil which we towed on board and stowed down and finished about noon the wind now fresh from the S. W. at 3 P. M went on shore and found Mr. Patrick and his party had returned who state that they had been up as far as Windy Bay and had looked in all the intermediate bays without seeing any elephant concluded to send two boats early in the morning to North West bay a place we had never yet been to. coopered the remainder of our oil on shore and came on board the remainder of the day pleasant and moderate

Monday Jany 29th Begins with clear calm weather had breakfast at 1/2 past 3 A. M took some provisions and both boats started to the Northward the Mate in our boat and Mr Patrick in the shore boat about 9. O clock came in N. W. bay a most dismal looking hole on the weather-side of the island the sea running very high combing and breaking most fearfully we however saw plenty of elephant. We laid upon our oars waiting for the other boat to come up and reconnoitered the bay and the more we see of it the worse we liked it the other boat soon came up when the Mate asked Mr Patricke if he wanted elephant bad enough to land there for them not dreaming that he would answer in the affirmative. he however replied that a boat could land easy enough by waiting for a smoothing. the Mate then said if you think so go ahead then I will remain here and you can take my raft line, bend it on to yours and if you succeed in landing haul your boat off by the line and my crew will get in her and try to land leaving our boat anchored. he took the line and started smoothing or no smoothing a dollar was at stake and to obtain it he would peril life, limb. and property. he had not advanced 50 yards before a huge roller came tumbling in behind him which would certainly have engulphed him and proved a watery grave for a part if not the whole of his crew had not the mate snubbed the line and prevented the advance of the boat having changed the position of the boats to a more favourable place he started again this time he succeeded in coming very near the beach when over went boat men an

some out of the boat and some under it one man
apparently somewhat hurt and all of them drenched
to the skin. the boat was stove to pieces and
left there with all her gear a total loss
Our situation was so that we could render them
no assistance and having satisfied ourselves that
they could climb up the mountain we made
signals for them to go up and come down to
the next bay for which we started the wind was
very fresh directly ahead with a heavy sea and it
was very doubtful for a long time whether we could
get out of it but by dint of perseverance and
excessive labour we reached Hebe bay where we
landed and beached our boat. Here we found
3 large bulls a couple of cows and three small
pups which we killed, one of the bulls rolling in the
water floated off and we lost him. we also dispatched
one man back to N. W. bay to see if the men had come
up the mountain the remainder of us bunching up
our blubber kindling a fire and putting a cave
in order in case we had to encamp there for the
night in about 2 or three hours the man returned
and said they were not there we then rafted our
blubber. launched our boat and pulling through
a heavy sea the wind having been N. E all day
we reached Ship Bay about dusk where we saw
the other boats crew, rafted our blubber overboard
and let them haul it ashore when we returned
to the vessel having had a pull this day
which beggars description after part moderate but
a very heavy sea on

Tuesday Jany 30th. Begins with rain and strong breezes

from S. W. at 10 A. M the rain ceases and the wind
moderates hauling to the Southward manned a boat
and went on shore and returned with a cask of water
after dinner went on shore again and brought off a
raft of spars intending if the weather will permit to
get every thing off the beach during to morrow and on
the morning following start for East Island and
obtain a couple of loads of blubber which is also all we
want then start for home at 6 P. M calm clear and
pleasant. after part the same

Wednesday Jany 31st Begins with strong breezes from
N. to N. E with rain at 10 A. M. moderates and clears
up went on shore and brought off a raft of oil of 5
casks which we stowed down the wind coming out
strong from S. W also brought off two loads of wood
at 5 P. M the wind dies away almost to a calm
Stowed went on shore and brought off the remainder of
33 bbls the oil 3 casks and a sixty after all our oil is
stowed down we shall still want 50 barrels more
Down of oil to fill up this is hard considering the opportunity
we have had of filling up after part calm

Thursday Feby. 1st Begins with strong breezes from
N. E. and rain at 9 A. M moderates a little
stowed down the balance of our oil left on deck
last night about 12 barrels and arranged the
empty casks in readiness for more oil in case
we should be fortunate enough to obtain any
Stowed at East Island. At 2 P. M the wind comes
12 bbls out N. W and the rain again sets in at 5 P. M
hauls to the Westward no chance of communicating
Down with the shore this day nothing to do this afternoon
but bottle up sleep to draw upon when occasion
may require after part the rain and wind the same

1844 Laying at Anchor in Ship Bay

Friday Feby 2nd Begins with light puffs from the Eastward at 1/2 past 1 A. M a squall rises in the S. E. and the wind comes out there with rain toward daylight the rain ceases and the wind remains stationary at S. S. E. at 10 A. M clear and wind more moderate but a heavy sea tumbling in around the South Point entirely too rugged to boat any articles from the beach at 12 M the wind hauls to E. S. E. and the sea heaves directly in the bay and increasing took the blubber boat in on deck and secured every thing for another wallowing match at 3 P. M moderates and the sea begins to run down at 4 hauls to N. E. and the sea increasing at 6 hauls to N. W with rain which continued the remainder of the day.

Saturday Feby 3rd Begins with light baffling winds from N. W. to E with rain and a very heavy sea rolling the vessel bulwarks to this is the third day since we have had any communication with the shore about 1/2 past 8 A. M the Captain came off and paid us a short visit he said that it looked mighty pokerish off here yesterday and when he saw the schooner tailing in toward shore a heavy sea rolling and tumbling in and she with as much as she could wallow to he would have given 50 dollars to have had her out of it after remaining about an hour he returned on shore with some provisions having firmly resolved to up mud hook the first opportunity and be out of this being perfectly satisfied with the scenery exhibited in this bay yesterday about 10 A. M breaks away and the sun appears occasionally at 12 M. the wind hauls to N. E. and blows quite fresh with rain which continues

throughout the afternoon at 6 P.M the wind hauls to N. W. and blows with great fury the sea also comes in from N. E. and the wind keeps her directly in the trough of it if the old man considered it mighty pokerish yesterday wonder what he considers it now as his eye scans the troubled state of the waters in the bay as he sees the short wall sided seas combing and breaking in every direction and as his view extends a little further he beholds the little schooner going it in full bloom four rolls to a minute and each time bulwarks under, the sea making a breach directly over her methinks as he viewed her from shore he would consider her situation rather more than pokerish this state of things could not last long however owing to the direction of the wind and in about an hour the sea began to subside and continued so the remainder of the day

Sunday Feby 4th. Begins with severe woollies from N.W and occasional rain squalls it is also duff day which is about the only one of the days of the week kept forward last duff day being fresh in the recollection of every one as by some unaccountable process the duff was converted into the consistency of a coblers lapstone the boat remains as the lawyers say "in statu quo" in our vocabulary keel up on deck which signifies bad weather no chance of going on shore to day to all appearances the wind roaring most dismally directly off shore after part the same no communication this day with the shore.

Monday Feby 5th. Begins with strong winds from the W. to S.W. but gradually moderating at 5 A. M almost calm all hands busily engaged in boating off water, the remnant of our oil provisions wood sails and all our old

1844 Homeward Bound via St. Helena

dunnage which was completed by ½ past 11 A. M when the Captain came on board in the last boat and immediately ordered the windlass manned

Tuesday Feby 6th (Sea Account) Begins with light puffs from off the land all hands occupied at the windlass heaving up the small ancher the chain we soon hove in but as the ancher became short it was evident the ancher was either foul of the rocks or had grappled with some other stray ancher after tugging and sweating for about an hour without gaining a fathom we rested to try another project head sail was put upon her to make her pay off hoping by that means to clear it but it proved unavailing we then recommenced heaving but with no better success our only alterna then was to cut it which was done losing the two small anchers and about 14 fathom of chain the large ancher came up without difficulty and by 2 P. M we were under way Homeward Bound by way of East Island intending to run by them and if we saw elephant to take about 40 barrels an keep on. The wind was now N. in half an hour afterward N. E. and freshening with rain at 4 P. M very severe squalls from E. N. E. succeeding each other in rapid succession the sea rising very fast and of a feather white took in mainsail and put her before it under the jib steering S. took both boats in on deck cleared decks stowed chains &c at 6 P. M moderates and wind hauls to N. set double reefed foresail and trysail and hauled her upon the wind East Island in sight about 15 miles distant bearing N. E. and a very rugged sea on during the night the wind moderates and keeps constantly

The Vessel begins to leak very badly and are compelled to bear away for home as soon as possible abandoning the intention to stop at East Island hauling to the westward and at 6 A. M is W. S. W East Island still in sight about 25 miles distant bearing W. steering N. N. E with a very rugged sea on the vessel leaks now most miserably keeping the pumps in operation half the time presume it is principally through her decks as she takes in considerable water at 7 took in trysail and set double reefed mainsail and flying jib at 9 shook one reef out of the mainsail and set whole foresail at 10 whole mainsail the wind moderating steering N. at 11 A. M hauled her up to N. W. the wind very light from S. W

Lat by Acct 46° 04 S
Long by Do. 52 " 00 E

Wednesday Feby 7th Begins with light airs from W. S. W. to S. W. steering N. W. to head the sea more as it was still very rugged. the weather overhead cloudy and overcast at 3 P. M a dead calm took in mainsail, foresail and flying jib, first part of the night calm continues at 11 P. M. a light breeze sprung up from the N. E. tacked ship heading N. by W. and made all sail middle part of the night breezes up a little with mist and rain at 6 A. M the breeze freshens considerably took in flying jib and reefed the mainsail a drizzling rain still on. The vessel does not appear to leak quite so much on this tack as she does with her larboard tacks on board at 1/2 past 6 kept her off N. W. by N. at 8 set the flying jib at 10 A. M the wind hauls to N. tacked ship heading N. E by E. with fog rain and mist the remainder of the day the same

Lat by Acct 45 " 20 S
Long by Do. 52 " 00 E

Thursday Feby 8th Begins with a drizzling rain storm from the Northward heading E. N. E with a very heavy fog impossible to see any distance and growing

Half the time at the Pumps both night and day

worse the breeze also freshens at 7 P.M the fog becoming thicker and thicker can scarcely see two lengths did not think it prudent to continue running accordingly hove her to under reefed foresail and double reefed mainsail middle part rain and fog the wind moderating and veering from N to W.N.W. at 5 A.M ship heads N.E. set the jib and shook one reef out of the mainsail and kept on the fog nearly as thick as ever at 8 A.M the fog begins to light up and the rain ceases with every prospect of better weather the wind cants a little to the Westward heading N.E. by N. after part clear and fine weather

Lat by Obs 44.47 S
Long by Chron 52.38½ E.

New Rate to Chronometer

Friday Feby 9th Begins with good weather and a fine breeze from W.N.W steering N.N.E. from the observations taken at Possession at various times in Longitude 51°.44 E we find our chronometer to have lost considerable over and above the rate allowed her at the Trystean islands her true rate being this day 16 minutes and ~~47~~ 50 seconds additive and losing daily 3 3/10 seconds at 6 P.M moderate made all sail middle part from 8 to 12 nearly calm a few light puffs from the Northward at 1 A.M a light breeze from N.N.E. tacked ship heading N.W. at daylight wind hauls to N.E and breezing up the weather cloudy at 7 begins to rain with a heavy fog at 8 took in flying jib and reefed the mainsail at 10 tacked ship heading E.N.E the wind having hauled to the Northward after part fog and rain

Lat by Acct 44.00 S
Long " Do 52.00 E.

1844 Homeward Bound via St. Helena

The Schooner leaks most miserably

Saturday Feby. 10th. Begins with strong breeze from the Northward heading E. N. E. the weather thick and dirty with fog and rain at 3 P. M breeze freshens single reefed the foresail and double reefed the mainsail the wind also hauled to N. W. heading up N. N. E at 5 the fog begins to light up and the breeze freshens hauling to the Westward middle part very strong breezes from W. to S. W. with a heavy head sea causing her to pitch badly and leak unmercifully, more than half the time at the pumps at 12 midnight set squaresail at 5 shook the reef out of the foresail at 6 shook one reef out of the mainsail and set flying jib the weather clear and pleasant steering N. by E. after part the same

Last Quarter

Lat by Obs 42" 16 S.
Long by Chron 52.11 E

Sunday Feby 11th. Begins with clear pleasant weather and a good breeze from S. W. steering N. the wind becoming lighter at 8 P. M light puffs from S. E. jibed ship heading N. W. middle part wind freshening and hauling to the Northward until it settles at E. N. E. with a good breeze steering N. by W. at 3 A. M took in flying jib and reefed the mainsail at 5 kept her off N. W. with a strong breeze from E. N. E. at 6 set the flying jib at 7 took it in again at 9 blowing fresh furled the jib double reefed the foresail and double reefed the mainsail then hove her to heading N. by W. at 10 put a third reef in the mainsail wind about the same from N. E. a little before noon set reefed jib. took in the mainsail and kept her off to the Westward

Lat by Acct 41.20 S
Long by Do. 50.15 E

Monday Feby 12th. Begins with strong breezes from the N. E with mist and rain at 2 P. M wore ship set the mainsail three reefed and hove her to heading

E. S. E. with a very heavy sea running and combing the weather looking very dirty to windward also took in the jib throughout the afternoon wind lighter and baffling repeatedly wearing ship at 5 hauls to N. N. W and blows fresh making an ugly cross sea causing her to labour much and make considerable water middle part wind hauling to the Westward made sail and kept her off but was compelled to heave her to again on account of the sea at ½ past 1 A. M made sail and kept her off under jib flying jib whole foresail and reefed mainsail at 5 set the top sail & square sail steering N. by E. the watch employed in repairing the old square sail the sea running down quite fast after part calm at 10 A.M a light breeze springs up from S. E. kept her off N. W the remainder of the day clear and pleasant and wind hauling to the Northward

Lat by Obs 40.10 S
Long by Chron 51.24 E

The Leak increases

Tuesday Feby 13th Begins with moderate breeze from N. E. steering N. N. W. the weather clear and pleasant the watch busily occupied in repairing the square sail to-day moved the stove on deck and God grant it may remain there undisturbed the rest of the voyage for during the last three months we have lived in smoke. we have ate drank, snuffed and breathed nothing but smoke in the cabin and we verily believe could an examination take place our lungs would be found of the colour and consistency of a Bologna sausage middle part wind keeps hauling to the Northward took in jib and reefed mainsail at 1 A. M tacked ship heading to the Westward at day light considerable lightning was observed in the S. W. at 5 reefed the foresail and double reefed the mainsail at 6 A. M had a heavy squall from the W with a ship of wind to that direction took in mainsail and kept her off N. E. the sea making fast and weather very squally in half an hour set mainsail double reefed the breeze very strong from W. N W. but steady after part clear and pleasant and a very heavy sea on

Lat by Obs 39 " 51 S
Long by Chron 51 " 40 E

Leaks badly

Wednesday Feby 14th. Begins with very strong breezes from S. W. steering N. N. E and a very heavy sea running there appears to be a strong current here setting to the N. E and has been these two days past. the watch on deck employed the greater part of the time in pumping ship seldom leaving the pump for half an hour as she leaks so badly middle part wind and sea moderating steering N. N. W. set double reefed mainsail and whole foresail at 5 A. M set flying jib and shook one reef out of the mainsail at 6 took in topsail set as square sail and bent on the old square sail having thoroughly repaired steering N. W. by N. wind and sea both moderating after part wind moderate and pleasant weather course the same set whole mainsail

Lat by Obs 37 " 09 S
Long by Chron 50. 45 E

Thursday Feby 15th. Begins with clear pleasant weather and a moderate breeze from the Southward steering N. W by N. strong hopes of this breeze either merging into a S. Ea wind or carrying us to them the watch employed in breaking out for provisions &c. music with the pump brake every half hour as usual at 6 P. M the wind being about S. S. E jibed over main boom steering N. by W. middle part wind light and hauling to the Eastward at 2 A. M took in square sail at 6 A. M wind about S E. N. E and hauling to the Northward after part wind hauling to the Northward

Lat by Obs 36. 03 S
Long by Chron 49. 40 E.

1844 Homeward Bound via St. Helena

Friday Feby 16th Begins with cloudy weather and light winds from the Northward heading N. the wind baffling hauling from E.N.E. to N.E. this afternoon killed the pig obtained at the Western islands now grown to a clever sized hog of nearly 150 pounds weight strong symptoms now to use a common expression of a regular "bust" fore and aft this afternoon wind breezes up quite fresh but not steady veering back and forth from E.N.E to E.S.E steering N. middle part very strong breeze from E.N.E. to N.N.E the wind constantly hauling to the N. reefed the mainsail at 5 A.M moderates a little shook the reefs out again at 6 clear and pleasant heading N.W. this morning got out the gear belonging to fore and fore topsail yards and put every thing in order to send the yards up after breakfast at 7 A.M tacked ship heading N.N.E. then hove her to and sent up the yards and bent the sails in after part wind light from N.W to N.N.W heading N.N.E

Lat by Obs 34 . 55 S
Long. by Chron 48 . 30 E.

Saturday Feby 17th Begins with clear pleasant weather and light winds from N. steering W.N.W a hard wind for us at 4 tacked again heading E.N.E at 5 a heavy squall coming up in the Westward took in all sail except the foresail had a shift of wind to the S.W. made sail again in an hour afterward set reefed topsail steering N.W. at 7 reefed the mainsail middle part strong winds and squalls from the Southward took in mainsail foresail and jib at 1/2 past 11 P.M the wind hauls to S.E. steering N.W. after part of the night steering N.N.W. at 6 A.M set whole mainsail at 7 shook the reefs out of the topsail wind S.E. and moderate at 10 took in mainsail the leak increasing broke out the run and saw the water running in a steady stream along the kelson tore up

The Pump going nearly all night the schooner leaking 700 strokes per hour

1842 Homeward Bound via St Helena

the transom and traced it as far as we could believe that the garboard streak has started or she is worm eaten took dinner on deck nearly calm.

Lat by Obs 33..57 S
Long by Chron 46..38 E

Sunday Feby 18th Begins with a calm all hands on deck busily employed in breaking out the main hatch shifting the chains forward to put her by the head in the hopes of easing the leak in that manner the carpenter busily employed in the cabin at the leak found out very near where it was and that it was impoſsible to get at it both pumps going almost constantly endeavoured to stop up the crevice between the beams near where the leak was with oakum ripped open a mattraſs and took the cotton out with which we caulked between the timbers and after three or four hours working gave it up with nothing to hope for but that it would not increase leaking now about 18.000 strokes in 24 hours at 1 P.M raised a sail on our weather quarter heading to the Westward apparently bound around the Cape of Good Hope a bark at ½ past 5 the Mate manned a boat and proceeded to board her that they might report us ~~when~~ leaking badly upon their arrival in port whether we ever get there or not however he we will try to dig along whilst two planks hold together at 7 P.M the Mate returned and stated that she was an English Bark name not recollected bound direct to Liverpool from Calcutta who promised to report us on his arrival at the same time offering any aſsistance he could render set foresail and jib and stood on heading N.W. This is rather a critical situation to be placed in a veſsel leaking most desperately and no port or to within 1000 miles of us according to the Bark's Longitude our Chronometer has changed her rate the other way gaining on her last rate as their Long. was 47.10 E at 4 P.M ours 46.30 E. middle part the wind

✗ The Leak increases both pumps going
And our situation critical

Leaking 18.000
strokes in 24 hours

New

Moon

Leaks this morning nearly 1000 strokes per hour

hauls to the Westward and freshens reefed the topsail standing to the Northward towards the land. The Leak increases a little keeping the pump in operation the most of the time and it is strongly feared that it will increase Our situation is truly deplorable and our prospects gloomy the nearest land is Port Natal on the Southern coast of Africa nearly 900 miles distant and even should we reach there it is very doubtful whether we would be able to find any facilities for repairing her as we are confident that could we succeed in bringing her in any port where there is a stage or apparatus for heaving down we could unload her and stop the leak ourselves. The only port on the coast and the nearest is Cape Town to which sound policy and judgment should direct us making the land first and then coasting in case she should go down under us and we compelled to put to our boats there is also a Consul here and the Insurance would then have to repair her should she be deemed worthy of it which she no doubt does. We would also save our oil and be enabled to bring it home with us thereby making a saving in the price of it so that every argument ~~is~~ as well as sound policy is in favor of Cape Town to repair damages if we can keep her afloat long enough to reach there. This morning went up to mast head to look for the Bark we saw last night intending to keep company with her if we could but she was not to be seen am inclined to think she altered her course in the night to get clear of us fearful that we might leak worse and require to be taken off what strengthens this opinion is the coolneſs which the Captain exhibited when he was informed of our leaky situation and the indifference he manifested toward our condition after part leaky worse wind fresh from the Westward heading N. N. W furled the topsail and flying jib also reefed the mainsail

Lat by Obs 32. 57 S.
Long by Chron ~~44. 45~~ E.
45. 15 E.

1844 Bound to the First Port In Distress.

Leak not quite so bad the watch however employed most of the time at the pumps can hardly leave them long enough to make or take in sail or take proper care of the vessel

Monday Feby. 19th Begins with clear pleasant weather and a good breeze from W.S.W heading N.W. the leak not quite so bad as this morning suppose taking in sail has made some difference tho still leaking about 20.000 strokes in 24 hours. The Carpenter again busy in trying to stop the leak or ease it some, with another cotton mattrass in about two hours gave it up having stopped the leak some little set the flying jib and reefed topsail the wind also hauls to S.W. steering N.W. by W. directing our course towards Port Natal bearing W.N.W. by W ½ W. distant 720 miles middle part wind lighter shook the reef out of the topsail and set square sail also took in jib mainsail and foresail before daylight a dead calm do not think she leaks quite so bad, last night could hear the water distinctly pouring into her ~~a~~ in a stream under the stern post where it joins on the keel which cannot be got at whilst at sea so that our only chance of swimming or sinking is trusting to luck. every thing appears to conspire against us wind and weather in particular. last year in this latitude we had S.E winds as much as we could carry to and they usually prevail here the year round. but since we have been in our present woful condition we have had the wind from the Westward directly ahead and now this morning a dead calm so that it is utterly impossible for us to get any where. but laying out here in the middle of the ocean tumbling and wallowing about almost a water logged hulk after part the calm continues

Lat by Obs 32.09 S
Long by Chron 44.26 E

Tuesday Feby 20th Begins with a dead calm scarce a breath of air stirring and the weather clear, pleasant and quite warm. the leak about the same as this morning does not leak as much as yesterday freeing her now with two pumps in about 10 minutes pumping every half hour according

1844 Bound to the First Port In Distress

As our Latitude and the Longitude as given by our chronometer we are directly on the edge of Shoals and Breakers as laid down upon the chart and no wind to get out of the way there is however as yet no appearance of any. thing of the kind at 4 P.M a light breeze springs up from the Eastward set squaresail steering W. by S. middle part moderate breezes from E. to E.N.E steering the same at 6 A.M set whole mainsail and foresail and hauled her up W. by N. believing ourselves clear of the shoals laid down in the chart should any exist there after part wind hauling to the Northward and growing lighter took in squaresail

Lat by Obs 32.28 S
Long by Chron 43.36 E

The Leak Stationary about 600 strokes per hour

Wednesday Feby - 21st. Begins with a dead calm took in mainsail foresail and flying jib and let her lay believe we are in the Horse Latitudes of the Indian Ocean at any rate we have got by some means or other into a very calm streak about 8 P.M a light breeze springs up from S. made sail middle part wind hauls and constantly freshens at daylight strong breeze from S.E. with occasional rain squalls steering N.W. by W. at 6. A.M reefed the topsails the leak this morning not quite so bad. This morning took one of the chains out of the fore hatch and stowed aft to lighten her by the head as the water settled too much forward also threw overboard the try pot and iron belonging to the works in order to lighten her some after ~~start~~ part of the day wind strong from S.E. steering N.W. by W.

Lat by Obs. 32.09 S
Long by Chron 41.40 E

Thursday Feby 22nd Begins with cloudy weather and strong breezes from S.E. steering N.W. by W. middle part strong breezes and squally from S.E. Steering W.N.W

The Leak breaks out again nearly as bad as ever both pumps going nearly all the time

at about 12 midnight the leak broke out again as bad as ever keeping the pumps going nearly all the time. The Carpenter went to work again early this morning to try and stop the leak but found it useless and gave it up as a bad job however if we do not experience a gale of wind we think we can bring her in somewhere on the coast of Africa after part of the day wind and course the same

Lat by Obs. 31.25 S
Long by Chron 37.07 E.

Friday Feby 23rd

Begins with clear weather and moderate winds from S.E. steering N. N. W by W. shaping our course for Port Natal distant 400 miles and bearing W. N. W. 3/4 W the leak stopped again partially but we know not what moment it may break out again worse than ever so our situation is very critical middle part fresh breezes from S.E. course the same at 2 A. M wind hauled a little to the Eastward set reefed mainsail at 7 shook the reef out of the mainsail after part the same

Lat by Obs 31.07 S
Long by Chron 35.55 E

Saturday Feby 24th Begins with pleasant weather and a fine breeze from E. S. E. steering N. W. by W the leak about the same to day took several sets of Lunars and they made the chronometer 13 minutes slow of all her corrections middle part wind lighter at 10 P. M had quite a squall from E. reefed the mainsail at ½ past 2 a very heavy rain squall at daylight clear and pleasant wind S. E. steering N. W by W. after part clear and pleasant shook one reef out of the mainsail

Lat by Obs: 30. 24 S
Long by Chron 33. 45 E

1844 Bound to the First Port In Distress

The Leak not quite so bad

Sunday Feby 25th Begins with pleasant weather and moderate winds from S.E. steering N W by W this afternoon took some more observations with the moon and sun and the result was making the Chronometer 8 minutes slow of all her corrections being a variance of one degree from yesterdays observations the leak about the same one pump can free her by keeping it constantly going at 7 P.M kept her off to S.W. by W. and jibed over running along in a direction with the coast having abandoned the idea of running for Port Natal as from all the information we can gather either from the chart or epitome we are unable to tell whether there is a settlement there or not and if there is one whether it is on the seaboard or inland This much we do know that it is in the centre of Caffraria a tract of the country on the Southern coast of Africa inhabited by the Caffres the most warlike and ferocious of all the African tribes so that we have concluded to push along a little further toward the Cape in the hope of finding a settlement as it is full as comfortable if worst comes to worst of quietly drowning in the blue deep as making a breakfast for a Caffree middle part wind moderate at 5 A.M took in mainsail and jibed over again steering W by N. running in towards the land in hopes we may be able to make the land in the course of the day the wind growing lighter at 11 A.M had several rain squalls and a shift of wind to N.N.W took in the square sail and set the jibs about noon hauled back again to the Eastward

Lat by Acct 31. 38 S
Long by Do 32. 24 E

1844 On the Coast of Africa In Distreſs

The Leak quite comfortable

Monday Feby 26th Begins with light breezes from N. E to E. steering W hauled down the jib and set the square sail at 3 the wind dies away entirely leaving us becalmed took in all sail the rain also began to fall and poured down in torrents until 7 P. M when it held up and a light breeze sprung up from the Eastward reefed the topsail and set it steering S. W. by W. the weather thick and heavy overhead the leak not as bad as it has been not pumping over half the time so that we are quite comfortable to what we have been, we know not however what moment it may break out again and prove ten times worse as all that keeps us in our present condition is the contents of three cotton mattresses stowed around where we suppose the leak is. Moreover we know not what moment we may receive a heavy gale of wind for we are on a coast famous for them and should we be so unfortunate as to experience one we verily believe that it would prove the last of the old Emeline and perhaps of the whole of us for we verily believe she would come to pieces at 9 P. M set the squaresail and shook the reef out of the topsail middle part showers of rain and wind hauling to the Northward at 5 coming out N. W in a little puff and dies away to a calm at 6 a light puff springs up from N. W set the squaresail and topsail again steering S. W. by W. after part a dead calm took in all sail

Lat by Obs 32.32 S
Long by Chron 31"20 E

Tuesday Feby 27 Begins with thick cloudy weather and a dead calm all sail having been taken in to keep it from flapping to pieces at 3 P. M a light breeze springs up from the Eastward made sail steering W. S. W middle part wind light and variable from S. to E from 12 to 4 A. M quite a smart little breeze from the Eastward set foresail and mainsail at ½ past 4 took them in again a short time after sunrise saw a bright, sun dog in the S.E presume we shall have some squally weather during the day after part wind moderate course the same

Lat by Obs. 33.26 S
Long by Chron 30.55 E

Wednesday Feby 28th Begins with warm pleasant weather wind very light from E. to E.S.E. steering W. by N. from the Longitude given at 4 O clock P.M we find that we have gone only two miles to the Westward since 8 o clock this morning altho steering to the Westward with a two knot breeze we think therefore there must be a current here setting to the S.E. of at least two knot per hour. last year in the same latitude and longitude we had a strong current setting to the Westward at 7 P.M the water became quite smooth having passed through the tide rip in which we had been during the day. jibed over and luffed her up to W.S.W. middle part wind light from the Eastward course the same at 3 A.M had a heavy shower of rain at 5 wind comes out N.W directly ahead took in squaresail and braced sharp up heading W. by S. at 6 A.M the wind hauling more to the Westward jibed ship heading N. by W. no land in sight this morning in an hour or so the wind hauled to S. and freshens made all sail. this morning the leak nearly ceases whether it is owing to her going so fast through the water or whether something has been drawn in it is impossible to say after part strong breezes from the Southward course W. S. W

Lat by Obs. 33.48 S
Long by Chron 29.26 E

The Leak nearly stops very suddenly
the cotton bottom very serviceable

The Leak breaks out again

Thursday Feby 29th Begins with a nice breeze from S. steering W. N. W. the leak took a singular freak this morning and nearly stopped suddenly remaining so for 5 or 6 hours not leaking any thing of moment this afternoon however it breaks out again and leaks about the same as it has these 3 or 4 days middle part wind freshening a little hauling E. course W. by S. at 6 jibed over heading N. W after part wind and course the same

Lat by Obs 34" 25 S
Long by Chron 24" 25 E

Friday March 1st Begins with a good breeze from the Eastward hauled her up to N. W at 1 saw several gannet indicative of land also found the sea change its colour very suddenly to a dirty green which remained so about an hour at 3 P. M the land was discovered on our weather bow about 20 miles distant and apparently very high land from the bearings of the land presume it was Algoa bay but did not go near enough to make out the bay or head lands to ascertain any thing satisfactory with regard to our chronometer believe however she is not more than 30 miles out of the way if that at ½ past 4 breezes up fresh reefed the topsail took in the mainsail and altered her course to W. the most prominent point bearing N. by compass at 9 shook the reef out of the topsail middle part wind growing lighter and hauling to the Northward at 6 A. M a dead calm the land plain in sight on our starboard beam and quarter at 7 the wind springs up directly ahead from the N. W set foresail and mainsail and stood on heading W. S. W and finally S. W. at 10 took in the mainsail reefed the foresail furled the topsail took the bonnet off the jib and furled the flying jib then jibed ship heading N.

1844 Off the South Coast of Africa In Distress

after part wind constantly freshening

Lat by Acct 34 " 48 S
Long " Do 24 " 19 E

Saturday ~~Friday~~ March 2nd Begins with a gale of wind from N. W under easy sail heading N. and N. by E the breeze constantly freshening and the weather looking very threatening at 3 took in the jib and close reefed the mainsail then hove her to starboard tacks on board the wind hauling to the ~~Southward~~ Westward heading W. at 4 wore ship heading S. W. wind and sea both increasing middle part very strong breezes from the Westward with rain squalls and a very heavy sea running at ½ past 5 A. M. the wind hauls to S. S. W. wore ship shook a reef out of the foresail, also out of the mainsail, set the jib and kept her off N. W. with a fair wind once more but a very rugged sea on at 7 furled the mainsail many laying to at ½ past 9 A. M set the mainsail double reefed and topped her up to W. the land plain in sight on our lee beam about 25 miles distant apparently not very high land and quite level this morning saw 6 sun fish swimming close to us too rugged to lower

The leak, not quite so bad
in rugged weather

Lat by Obs 34 . 39 S.
Long by Chron 25 " 10 E

Sunday March 3rd 1844 Begins with cloudy weather and a rugged sea the land still plain in sight on the lee beam and quarter about 20 to 25 miles distant the wind from the Southward and moderating steering W. S. W at ½ past 1 sounded with the lead line and found rocky bottom at 60 fathoms distance the land bearing N. N. E by compass and apparently a point, from the bearings of the land the soundings and the Latitude observed believe it to be Cape St. Francis, the Chronometer also agrees within ten miles of the longitude also the distance it appears to be from the ship as near as can be judged by the eye all correspond with its location on the chart at ½ past Mer flying jib bolted at 4 altered her course to S.W gave her the whole of the flying jib endeavouring to crawl off from land being directly on a lee shore during the 14 or 15 hours we laid to altho we laid head off shore we drifted in toward the land from 10 to 15 miles and to the Eastward one degree and 5 miles there is therefore a strong current here setting to the N.E. and had the wind continued in the same direction and as fresh 24 hours longer we must inevitably went on shore middle part fresh breezes from S.E. to E. steering W.S.W. at 11 P.M set the square sail at 5 A.M set the topsail reefed going dead before it under squaresail and reefed topsail at 6 A.M altered her course to W.N.W believing that we had a sufficient offing no land in sight from mast head after part clear and pleasant wind and the course the same

The Leak increases

Lat by Obs 35 "31 S
Long by Chron 22" 40 E

Monday March 4th Begins with strong breezes from the Eastward steering W.N.W. the weather clear and pleasant in strong hopes of being able to double Cape Lagullas with the present breeze the leak also has increased since last night however two pumps can keep her free by pumping nearly half the time at 3 P.M furled the top sail wind and sea both increasing scudding her before it under a square sail at 4 found the water begin to grow discoloured presume we are now on the Lagullas banks altho according to our chronometer we have already gone 40 miles over it if then it is laid down correctly on the chart the chronometer is 40 miles to the Eastward since 8 A.M up to 4 P.M we have averaged 10 knots per hour middle part very strong breezes from the Eastward with a heavy rugged sea continued scudding throughout

Strong westerly current this day - from 3 to 3½ knots per hour

1844 Off the Cape of Good Hope In Distreſs

the night toward daylight wind and sea both begin to moderate the wind also hauls to the Northward at 4 hauled her up N. W set flying jib foresail and mainsail also reefed topsail at 6 wind comes out N. W. dead ahead took in squaresail and set the jib no chance of getting in to day and strong symptoms of another Norther coming on rather hard luck for us in our present leaky condition to experience nothing but a ſucceſsion of gales in doubling this infernal Cape after part clear weather and fresh breezes from the Northward heading W. and W by S

Lat by Obs. 35.54 S
Long by Chron 19.23 E

The leak quite comfortable

Tuesday March 5th Begins with strong breezes from the Northward heading W. under reefed foresail, reefed mainsail and jib a short croſs ugly sea running this morning sounded with 80 or 90 fathom of line but did not find any bottom at 1 P. M had quite a rain squall it cleared up however in half an hour from several sets of altitudes taken this afternoon we find that we are in a current setting S. E. and that the current has set us at the rate of two knots per hour to the Eastward altho heading W. and a heavy swell heaving in from the Eastward we have been in this current since 8 this morning at ½ past 6 wore ship heading N. by E. at 7 shook the reef out of the foresail middle part fresh breezes from W. N. W heading N. by W. with considerable sea on at ½ past 4 the weather moderating shook one reef out of the mainsail at 6 set topsail reefed at 7 set whole mainsail also raised a veſsel on our weather bow as far as could be seen from deck apparently a square rigger homeward bound coming around the cape at 10 A. M the rain sets in at ½ past 10 tacked ship heading W. by N. in the act of tacking tore the flying jib all to pieces so as to render it almost useless also put another reef in the mainsail at ½ past 11 it clears up and the wind hauls to W jibed over heading N. N. W

Lat by Obs 35" 22 S
Long by Chron 19" 45 E

Wednesday March 6th Begins with pleasant weather and light breezes from S. W. steering N. N. W. in some hopes now of being able to reach Simonstown or Cape Town in the course of tomorrow the watch on deck busily employed in altering the gaff Topsail into a substitute for a flying jib the leak about the same as it has been these three days past altho for the last few days we have been in almost momentary expectation of seeing it break out afresh she has been knocked and thumped about so by the sea in the late gales we have experienced the cotton therefore has exceeded our most sanguine expectations saw a sail from mast head on our weather quarter a long distance off could not make out any thing about her presume she was standing off shore at 4 P. M hauled her up to N. W. by N. W. no land in sight from mast head also sounded with about 80 fathom of line but could not find bottom altho according to our chronometer we are within 25 miles of land at 5 set the new flying jib which answered very well in the place of the old one at 7 tacked ship heading S. S. W off shore at 10 tacked again heading W. by N. and W. N. W middle part fresh breezes from S. W. furled the topsail at 6 A. M. set topsail reefed and square sail then kept her off N. W running toward the land at ½ past 6 raised a large ship on our lee bow 8 or 10 miles off with top gallant sails set heading about the same as we were at 7 raised another ship on our lee beam heading in the same direction as the former shook the reef out of the topsail and kept her off N. in toward land at 8 A. M the water suddenly becomes very discoloured of a dirty green presume we have struck soundings altho no land can yet be seen the horizon being thick and hazy in the direction of the land after part, moderate breezes from S.W steering N. a few minutes before 12 raised land on our lee bow about 20 miles distant

Lat by Obs 34" 39. S
Long by Chron 18 - 20 E

Thursday March 7th Begins with moderate breezes from S.W jibed over and headed for the land bearing N.E. in about two hours made the land out to be the Cape of Good Hope at 3 O clock the land bears E coasting along it got up the chain and bent it on the large anchor also got the anchor over the bow at sunset opposite Hout Bay about 4 miles distant coasting along the breeze freshens and there is every appearance of a foggy night, from 8 to 12 clear weather and strong breezes from S. to S.E. beating in to Cape Town through Table Bay tack and tack under flying jib, & main jib without the bonnet foresail and single reefed mainsail with as much as we could carry to as our first introduction to Table Bay

Frid.
Thursday (Civil Account) March 7th.
Begins with strong breezes from S. to S.E. beating up to an inner anchorage in Table Bay at 1 A. M. came to anchor in Table Bay within one hundred yards of the beach in 2½ fathoms of water paid out of

sufficient scope of chain we set the watch and turned in at sunrise strong breezes from S. set the ensign on the main boom topping lift at about 8 the Port Officer boarded us and after going through the usual formula departed. in an hour afterward the Captain taking advantage of a lull manned a boat and went on shore reporting to the Consul the situation of the vessel a kind of extempore survey was then instituted consisting of the Captain of the port. a carpenter from the shore and the Captain. the cotton which we had placed in the vicinity of the leak and which had brought us in for thus far in safety was not removed to ascertain the actual leakage but an estimate was made by sounding the well and timing whilst laying at anchor, believing this to be only a prelude to condemning her. and what strengthens this conviction is the assertion of the Consul that it would cost more to repair her if any repairs were necessary than she was worth and it would be better to bring business to a close as soon as possible as in a few days he would have a brig in now on her way from Port Elizabeth about 600 miles distant on the coast in which we could take passage home to the United States orders were also given to be in readiness to discharge in the morning which is equivalent to sealing her fate and with this gloomy prospect we close this days work as the result of the first survey is not yet ascertained after part ~~of the day~~ calm and pleasant

Friday March 8th Begins with a dead calm. at 3 A. M. a lighter came alongside to commence taking our cargo on shore at sunrise another came and having obtained a pair of can hooks from them commenced breaking out the Captain also came on board this morning he however made but a short stay and returned again It has been the subject of remark on shore respecting our coming to anchor in the middle of the night passing through about fifty sail and anchoring alongside the only American vessel in port and that without knowing her to be such and what renders the coincidence still stronger is that she is also a schooner and was condemned a few weeks since and this looks rather ominous with regard to our fate at 10 it breezes up quite fresh from S. to N. W. at 12 sent one lighter load on shore consisting of 10 casks oil at 1 P. M watched the ball at the observatory and seen it fall time by Chronometer 11h. 27'. 10" true Greenwich time 11h. 46'. 05" being a loss of 40 seconds over and above all her corrections in 31 days at 3 P. M wind out W, in fresh puffs sent off two loads more consisting of 17 casks 9. breakers and 3 barrels oil at 4 sent another load consisting of 1 casks and 3 breakers Oil after part of the day calm

Saturday March 9th Begins with a dead calm and thick fog a lighter came alongside of us before daylight as soon as it became sufficiently light to see in the hold turned all hands to breaking out the Captain also came on board at breakfast time and stated that he wished the oil hoisted out by 3 Oclock as at that time a party would come come on board to hold a survey the Captain then returned taking one man with him to start the bungs of the casks and draw off some oil from those which were too full before breakfast sent one load on shore consisting of 12 Casks. 1 Breaker of oil and 2 empty casks also the gear for drawing of oil at 10 A. M sent another load of 8 casks of oil during the forenoon sent two loads more consisting of 17 casks and 6 Breakers of oil also 7 empty casks being the whole of the oil after dinner watched the ball again and made the time by our chronometer 11h. 26'. 44" being a difference of 16 seconds since yesterday believe there was an error in observing the ball fall yesterday

1842 Laying at Anchor at Cape Town

at 2 P. M. a boat came alongside and one of the survey came on board the carpenter appointed by the Consul in half an hour afterward the boat belonging to the Port Office came alongside with the remainder of the survey consisting of the Port Captain the Captain of the U. S. Sloop of War St. Louis and Captn. Harris formerly Master of the Schooner Pacific (of New London) (lately condemned) our Captain was also present. They first examined the outside of the vessel the carpenter slightly tapping the sides with an adze above the waters edge no doubt fearful of soiling his apparel being dressed in snowy white, more fitting for a ball room than acting in his capacity as a carpenter for a rigid survey of a vessel, which had only reached a civilized port by being doubly manned according to her tonnage and excessive fatigue at the pumps. This examination having been gone through with, altho hearing the Captain of the Port several times order the Carpenter to strike lower (which was not attended to) the survey then came on board and proceeded to examine the vessel in the vicinity of the leak. The scuttle was taken off from the run, also the transom floor that every facility should be granted, to ascertain the situation of the leak. The circumstance was also mentioned of the leak being nearly stopped (partially) by the introduction of the contents of three cotton mattrasses stowed under the dead wood and caulked as strongly as could be without jeopardizing the safety of the vessel and crew when 900 miles distant from any land. it was also so stated that the dead wood had been bored into ~~into~~ in several places and found superficially solid (that is to the depth of two or three inches) the balance of it, the wreck of matter, and through the holes so bored cotton had been driven which would not appear plausible. After seeing the running stream in the run the next examination was at the dead wood (the carpenter having at the first survey stated that the leak was three streaks above the garboard the cotton was not disturbed, but the carpenter was requested to cut away the dead wood. to which he objected as it would be a serious undertaking (whether he meant bespattering his white linen with the adze or injuring the vessel is best known to himself) as, if it was rotten it could be of no more service & to the vessel than so much clay if it was not rotten a few strokes of the adze would determine. He then called for an auger which was handed him with which he commenced boring at the same time remarking on the soundness of the wood that he could not see any thing rotten that he had struck upon a trennel hole, Mr Patrick then took the Auger at the same time mentioning I will bore in and show the situation of the wood which was done immediately to the satisfaction of the survey showing them the dust of what once was wood. The Carpenter then stated that he believed it was a butt that had been started which could be easily repaired. but being checked in that by some of the Gentlemen on the survey who appeared to be full as familiar about the construction of a vessel as he was he smoothed the ~~seam~~ butt over into a seam very near her keel and altho several times asked by the survey to cut it away as that was the only method by which they could accomplish the purport of their visit he declined. whether on account of profit to himself or injury to the vessel a very brief period will determine. Under such circumstances therefore the result of the survey was that the vessel outside as far as examined was apparently perfectly sound and to determine the actual situation of the leak it would be necessary to heave the vessel down the carpenter having the job consequently an interested person in the survey after part of the day calm and foggy

Sunday. March 10th Begins with calm foggy weather at 7 the mate took a boat and was left on shore the cargo having been discharged in full accordance with strict temperance rules not a drop of any thing alcoholic having been brought on board at 7 A. M saw the Regent Packet ~~who~~ the Captain requested us to report him as our boat was about putting off, reported her arrival to her owner, also saw the Captain on shore and asked him with respect to the vessel whether she was consigned or not and to whom and was informed that she was consigned to the American Consul and consequently all business with regard to her must be transacted through him also saw the mate who informed the Captain that having delivered the cargo according to the requisition of the Consul he would be ready to take charge on board when the cargo was reshipped and not until then he however came on board with us and gave permission to those who were desirous of liberty to go on shore, going in the same boat with them, the second mate remaining on board to take charge of the vessel at 3 P.M it commenced blowing from the Southward and continued so the remainder of the day

Monday March 11th Begins with heavy squalls from S. to S. E. at an early hour the wind dies away went on shore in the market boat saw the Captain and Mate also the men on liberty the Captain stated that a portion of the men had refused duty and that the Mate was on a frolic and would not come on board at present, whilst waiting for the Marketing the Mate went on board in an hour afterward came on board at 11 A. M the Captain came on board telling the second mate who had charge of the vessel that he wished her moved alongside the hulk of the Pacific, and every thing taken out of her and put on board so us to be in readiness to heave down also authorizing him to notify the men that those who worked would be paid l wages for the same the windlass was then manned and the anchor hove up a line was also carried to the Maid of Mona by means of which we warped her near the hulk the anchor was then let go. and another line made fast to the hulk, chain was then paid out and the vessel hauled alongside and made securely fast by 1/4 past 1 P.M. when all hands went to dinner immediately after which commenced removing the articles on board of us to her this was soon accomplished when fearful of a South Easter coming on cast off our fastenings, manned the windlass and hove in the chain bringing the vessel out to her anchor in order that she might ride by it and in case it came on to blow swing clear of the Pacific at 8 strong breezes and squally from the Southward at midnight nearly calm

Tuesday March 12th. Begins with clear calm weather at an early hour went on shore with the market boat saw the Captain also the rest of the crew who had refused duty. they came on board with the boat at 9 A. M went on shore after the Captain whilst waiting for him saw two of the men. James Robinson and Raphael who had left the schooner in a boat belonging to the shore, they had also brought with them from the vessel some copper which was stopped by an officer of the excise, also saw the mate on shore who took the boat and came off with her the Captain coming down on the jetty hired a boat and was put on board when seeing the Mate he remonstrated with him on the course of conduct he was pursuing in taking the boat and leaving the boats crew on the jetty, high words then ensued. the Mate threatening to strip the Captain of his clothing. during the forenoon the second mate got the shores up and lashed them together with the blocks and put every thing in order for heaving the vessel down, at 2 P.M. the vessel was hove down and the leak found. it consisted of the seams of two plank above the garboard being entirely destitute of oakum for four or five feet in length on the starboard side. this was soon caulked and the vessel righted before sunset, at 2 P.M the oil was put up at auction according to advertisement signed Isaac Chase Agent. The Oil was not sold but bid in at 21 pounds 10 shillings the ton the Consul being unwilling to let it go at that price, saw the Consul at the sale and noticed particularly the exertions he used to dispose of it to ~~by~~ the best advantage, examining the casks himself and showing the quality of the oil to the bidders taking more pains to enhance the price of it. than any of our New York merchants would with their own goods, such conduct in a Consul is rarely met with and is deserving of the highest commendation and stamps the character of the man at once as a gentleman in whom the confidence of the government is not misplaced, and our merchants can place implicit ~~confidence~~ reliance in having their interests faithfully attended to, should stress of weather or any unforeseen misfortune compel their vessels to seek a port at Cape Town. The object in selling the oil was to give us an opportunity of making a double voyage as a reshipment of it would be attended with considerable delay, independent of the expense and the waste. and as it was worth more here than at home the Consul deemed it the wisest plan for all interested to dispose of her cargo here, then proceed along the coast in our way home take a load of Goana or bird manure which is in high repute and equally as valuable as oil with which to proceed to the West Indies there dispose of it and take in a cargo on freight or proceed home in ballast according to circumstances. The remainder of the day clear weather and excessively hot

Wednesday March 13th Begins with clear pleasant weather during the day took down the shores, blocks, &c used in heaving her down and put them on board the Pacific also took all our articles out of her and hauled off to our anchor. weighed the anchor and dropped to our former anchorage. after the carpenters had finished wedging the masts the second mate then set up the rigging and put the vessel in order. also furled the sails over again and waited for further orders, after part of the day calm and foggy.

Thursday March 14th Begins with calm weather and foggy. at daylight the mists disperse and there is every appearance of a sultry day in store for us. The weather here since our arrival has been very warm the city laying in a valley with a gentle rise shows to great advantage and has a beautiful appearance from the bay. lofty mountains encircle it. on one of which ~~is~~ called the Lions Rump is placed the telegraph, between these mountains the sun as through a funnel disperses his rays ~~by~~ most bountifully upon the inhabitants below. saw the Captain this morning who stated that the oil had not yet been disposed of. that a purchaser was to give the Consul an answer at 12 Oclock. and in case he did not dispose of it he would send it on to the States on freight which would cost but two cents the gallon so that we could prosecute our voyage after Goana, so ~~that~~ therefore in any case we will be the gainer even if the oil should be disposed at as a few cents less per gallon than it would bring at home this morning the fore top gallant mast and main top mast were sent up according to the captains orders under the superintendence of the 2nd Mate who has charge of the vessel, the spots on her sides which were chipped off by the carpenter when trying the vessel on the survey were also brushed over, at sunset went on shore after Mr. Patin and was informed that the oil had been sold to a ~~vessel~~ Captain now in the harbour name not known or of the vessel at eighteen pounds ten shillings the ton to be reshipped to Europe in his this vessel. our cooper was also to go on shore in the morning to attend to the coopering of it. was also informed that there were plenty of seal on the coast and that the Consul wished us to go prepared to take them as it would be of no hindrance to us and was at ~~the~~ in the vicinity of where the Guana would be procured also that our ballast would be water which would readily sell for five pounds the ton to the shipping there bound on the same errand consequently under such circumstances there is every prospect of making a voyage which will be highly advantageous to every individual on board and to her owners after part calm and pleasant. An American man of war brig also arrived here to night called the Perry

Friday March 15th Begins with clear calm weather at an early hour all hands went on shore except the cook intending to commence coopering the oil at breakfast they all returned having had their breakfast they proceeded again to the shore the 2nd Mate remaining on board being quite unwell, about ½ past 8 the Perry fired a royal salute which was returned by the battery during the forenoon the Mate came on board in a boat belonging to the shore he remained on board but a few minutes and returned in the same boat a few minutes before 12 the Lighter Ann came alongside after three of our slings to hoist in oil which was put on board at 1/2 past 12 the crew came on board, had dinner and returned to the shore to continue coopering the oil. At three the boat came alongside with three men for a piece of board to make a save all with which they returned to the shore at sunset the boat returned with the crew at 10 P.M. strong woollies from the South East which continued throughout the remainder of the day.

Saturday March 16th Begins with strong breeze from South East at an early hour the market boat went on shore taking the crew to continue ~~the~~ coopering the oil saw the Guager commence guaging ~~the~~ and if the oil was sold according to the standard with which he is guaging we ~~are~~ will fall short at least one hundred barrels time however will determine the Mate also came on board with the intention of remaining on board, during the afternoon Table Mountain spread the cloth the certain precursor of a blow and long ere sunset we had it in full bloom gust after gust roaring past her and causing her to swing and heel to it like a reed as we were empty, consequently set very light upon the water at sunset the boat came ~~on board~~ alongside with the crew and was hoisted up. the remainder of the day a continual succession of woollies from S. to S.E. paid out as much chain as we dare without swinging foul at the first shift of wind to the shipping near us, set the watch and turned in

Sunday March 17th Begins with strong breeze from S.E. but gradually becoming lighter, at daylight a few light puffs from N. to N.W. the market boat went as usual after breakfast all the crew went on shore on liberty the Mate second mate steward and cook remaining on board at 10 A.M calm, clear and pleasant at 3 P.M breeze up from S.E. at sunset went after the liberty men who all returned excepting W. Arthur Buonaparte and Joseph Siney. remainder of the day a continual succession of severe woollies from S.E

Monday March 18th Begins with strong breezes from S.E. but moderating toward daylight. at an early hour the crew went on shore to work at the oil and returned at breakfast time W. Arthur and Buonaparte returning in the boat, the other two men on the wharf but would not come on board altho absent now about a week at 4 P.M had a violent squall from N.W. during the night heavy showers of rain with considerable thunder and lightning

Tuesday March 19th Begins with heavy thunder showers attended with vivid lightning. at breakfast time the Captain came on board and remained until after breakfast. This morning he discharged the Mate on ~~his~~ of account of his conduct whilst in port, at the same time telling him he could remain on board until he felt well. that he would go with him to the Consul and furnish him with some money so as not to leave him destitute and would give him an order on the owners for settlement. The Captain then went on shore leaving the vessel under charge of the 2nd Mate who cleaned the hold out and put the vessel in readiness to receive her cargo of water as ballast. with which to proceed after Guano, our destination is at present unknown. as the directions will be given by the Consul under seal not to be opened until after we leave Robins Island This secrecy no doubt is for our good that we may reap the benefit of a chance now open and known only to the Consul. we are also informed here that so great is the

1844 Laying at Anchor at Cape Town

Transferred

~~a few minutes before 12 the lighter Ann came alongside after three of our slings to hoist in oil which were put on board at ½ past 12 the crew came on board, had dinner and returned to the shore to continue coopering the oil~~

Transferred to previous leaf having turned over two leaves at once

demand for Guano that the Packets are taking it from England to the United States. This much we do know that vessels fit out from the Cape especially for it, return and then reship it to Europe. It is our intention also to run down the West India Islands which of them ~~I for~~ we will dispose our cargo at is uncertain but presume our instructions when opened will specify after part of the day calm and foggy, not a breath of air stirring and strong symptoms of more rain

Wednesday March 20th Begins with calm foggy weather at an early hour commence recieving our water from two lighters also took in 160 pumpkins 17 bags onions, and 2 casks of pork, also 36 bags of potatoes, endeavouring to get every thing in readiness for sea at the earliest opportunity during the day replenished the medicine chest. We also received seventy two cabbage, and 12 bunches of carrots, also a portion of our cabin stores. the crew were also paid for all work done by them during the heaving down of the vessel and the work incidental thereon together ~~with their~~ for services on shore assisting in coopering and taking care of the oil during the remainder of the day calm and foggy

1844 Laying at Anchor at Cape Town

Thursday March 21st Begins with calm weather and foggy during the forenoon the Captain came on board and reinstated the Mate, all differences being amicably adjusted. the Captain also ordered the ensign to be set, the signal that we were in readiness for sea, he then left for shore in company with the Mate, During the afternoon received on board some ships stores. also the baggage of Captn Harris formerly master of the Schr Pacific (condemned in this port,) and of Mr Brundage citizens of the United States who were about to return with us as passengers. we also received our chronometer, but were unavoidably deterred from sailing this afternoon as intended, we also received on board another anchor as we had but one to put to sea with, after part of the day calm

Friday March 22nd Begins with calm weather endeavoured to get every thing in readiness to put to sea one of our passengers Mr Brundage removed his baggage on account of pecuniary matters on shore, at 3 P.M the captain came on board with the intention of putting to sea, having previously ordered the foresail and mainsail to be hoisted and the anchor hove short, unfortunately a dense fog set in, and the wind N.W. directly ahead consequently we were compelled to remain another day We have been under the necessity of shipping three men in consequence of some of our men leaving. their names are William Arthur, Henry Robinson, and Fayal or Raphael. the two last of whom have been absent since the vessel discharged her cargo the remainder of the day, calm and foggy.

Saturday, March 23rd Begins with calm weather were unable to put to sea, even had the weather been propitious or a favourable wind, the Captain having been taken suddenly very ill. and been compelled to call in medical advice. during the day ~~saw~~ we the Captain evidently labouring under an attack of inflammation of the chest. the head Physician of the Cape Doctr Bailey (Surgeon of the Hospital) being in attendance upon him and by his Physician forbidding his removal as prejudicial to his health and safety. consequently were detained another day. from 10 A. M. to 4 P. M. strong breezes from the Westward. at 4 P. M. the wind shifts to the Southward, but being so unfortunately situated we were unable to take advantage of it (being a fair wind) (We visited the Captain again during the evening and found him no better Captn Harris remaining with for the night to administer his medicine after part of the day — a dead calm

Sunday March 24th Begins with clear weather and a calm, at an early hour the boat went on shore. saw the Captain and found him much better at 9 A. M. the Captain came on board accompanied by Captn Harris. the vessel was immediately got under way. a light breeze having sprung up from the Northward. beat out of the harbour tack and tack and by noon were clear of Robins Island

Monday March 25th (Sea Account) Begins with light breezes from the Westward steering N. W. by N bound to Angra Pequena. and fairly to sea once more with clear decks. from 8 to 12 midnight strong breezes and squally from S. W. took in sail accordingly: after part of the day clear and pleasant steering N. by W. until 9 A. M when her course was altered to N. during the forenoon the watch were employed in drying our cargo of vegetables. repairing foresail &c

Lat by Obs. 32 " 22 S
Long by Chron 16 " 08 E

1844 Homeward Bound via Angra Pequen

Tuesday March 26th Begins with moderate breezes from the Southward. steering N. the weather clear and pleasant. the watch on deck still engaged in repairing foresail. the remainder of the day weather clear and pleasant. steering N. N. E and N. E by N.

Lat by Obs 29"43 S
Long by Chron 15"45 E

Wednesday March 27th Begins with clear weather and pleasant. the wind light from the Southward steering N. E. by N. at 6 P. M. altered her course to N. by W. middle part strong breezes from the Southward. at 4 A. M. jibed over steering N. E by N. at 8 A. M. hauled her up to E. N. E. standing in to make the land the wind freshening took in sail accordingly at 10 A. M land was discovered on our weather beam and quarter. apparently high land and about 15 miles distant bearing S. E. by compass run along the land and made the Albatross rocks also the Island of Possession at 12 M passed Albatross rocks standing in for Possession

Lat. by Obs 27"03 S.
Long by Chron 15"01 E

+ Thursday March 28th Begins with strong breezes from the Southward running along the land toward Possession in plain view about three miles distant at 40 minutes P. M. rounded to under the lee of the island and came to anchor after dinner the Captain went on shore and examined into ~~affec~~ the state of the island as to our cargo of Goana. The result of his examination was that the article was not of the quality we wished that it had been taken out in several places as if endeavouring to seek the right kind. some shovels were also found there. and it presented every appearance

1844 Laying at Anchor at Possession (Africa).

of its having been lately visited for the purpose of procuring Guana. This island presents a most forbidding. and repulsive aspect, one, at which the mind recoils with horror. appearing as tho' it had never been made for the use or benefit of either man or brute, but had sprung into existence, thro some of nature's wild freaks the vomiting of some subterranean fire. It is one dreary waste of parched sand, no tree. shrub or bush meets the eye to enliven the prospect and to judge from appearances but few of the feathered tribe resort to it. Possession is the name of it ~~but~~ and the rightful proprietor we presume is the Simoon of Africa as its dry. arid surface too plainly indicates. Seal however have been taken here in great numbers to judge from the quantity of bones strewed upon its barren surface, and altho it showed instinct in selecting this (void in creation) as one of their numerous haunts. yet man always alive and active in the pursuit of gain has followed and swept them from the island During the night light airs from the Southward at 4 A.M. commenced heaving up the anchor at 5 A.M was fairly under way with light breezes from the Southward coasting along to Angra Pequena 20 miles distant at 12 M, entered the bay of Angra Pequena. the westerly point. Pedestal Point being in Lat 26.38 S. Long 15°.2'.30" E. This point and Angra point three miles distant bearing E.N.E form a small bay. called Ship Bay and may be considered as the entrance to the main bay or Pequena,, the bay then runs East. 5 miles from Angra Point where the main land bounds it. In this bay are located three islands called Shark. Penguin and Seal Islands (Civil Account) At 1 P.M. came to anchor under the lee of Seal Island. In the bay we saw several vessels at anchor. After dinner went on shore and visited the island and found it to be a barren rock formed principally of quartz, and falspar in traversing the island. we observed several parties belonging to the vessels at anchorage in the bay busily engaged in obtaining Goana, an article at present in high repute. This is obtained in the chasms, and fissures of the rocks, which have been filled partly by the periodical visits of the seal in pupping and shedding seasons. and the rookery of the sea fowl, these united have filled these chasms for centuries upon centuries back. Goana therefore is but the decomposition of animal matter which the strong smell of ammonia plainly indicates, so powerful is its perfume that we can readily scent it at our anchorage about half a mile from the island. In some places it is found to the depth of thirty feet and in digging it up immense quantities of bone (both seal and fowl) are found intermingled with hair shells, and the refuse of birds, the time it has required to fill these fissures and undergo the natural routine of decomposition is beyond conjecture and leaves one in a maze of wilderness. To morrow we leave for the island of Ichabod the place of our destination both to discharge our present cargo and freight ourselves with Goana where better opportunities will no doubt occur to examine it more closely. The remainder of the day a calm

Friday March 29th Begins with calm weather and finds us at our anchorage in Pequena Bay at 3. A. M. had a very heavy gust from the Northward this however was of short duration, and the early dawn found us becalmed. at 8 A. M. light breeze from the Southwards. in half an hour afterward shifts to the Northward light and baffling. therefore deemed it imprudent to put to sea to day. After breakfast went on shore on the main land. the Captain having been informed that there was a family of Hottentots living there in great distress both for food and water. the last being an article not to be obtained on this portion of the coast He then ordered a barrel of water some vegetables, and a small quantity of bread to be placed in the boat with which we put off and in half an hour reached the beach. After landing we saw the family consisting of two men, with their wives and three children. the oldest of the men dressed out in a suit of light clothes. furnished no doubt by some of the shipping in the bay. the other wore nothing but a small rag about 6 inches square to conceal his nakedness in front the rest of his person was as naked as the day he came in the world. The women wore tappers of canvass. their breasts hanging down nearly to their middle, looking more like saddle bags than the breasts of a female of the human species. the children ~~were~~ one a boy. the other two girls wore each a small rag dangling in front of them to conceal their sex and from the size of it. it might just as well have been placed about their necks, the rest of their persons entirely naked. Their bed was the scorching sand. their shelter, the canopy of heaven what their food consists of Heaven only knows as the coast here is nothing but a barren sand heap and as far as we could judge all their tools and implements were what nature bestowed upon them viz their hands and feet. Their colour was quite light for an African the nose short and unusually flat and the general features far from repulsive. a small black dog or rather the skeleton of one, completed the group. The water and other articles were landed. a few biscuit were given them which they eagerly devoured. a few crumbs were given to the half famished dog, when the children and in one instance

Angra Pequena Bay

1844. Laying at Anchor at Seal Island (Africa

one of the men seized him by the head, and forcing the scanty morsel from him, ate it. The potatoes and onions were given them the use of which they were perfectly ignorant of, handling a potatoe, in the same manner a monkey would any bauble thrown him, we endeavoured however by signs to show them the manner of roasting them, The barrel of water ~~however~~ was their greatest treasure. the bung having been ~~taken out~~ removed, one of them taking the stem of a piece of kelp inserted one end in the ~~bun~~ barrel and sucked the water through it, and having filled his mouth spirted it into the mouth of one of the children. After they had all satisfied their thirst the bung was put in the barrel, just before leaving by signs they wished us to take the bung out for them which was done, the boat shoved off and we were soon on board again. At 12 Meridian the wind breezes up from the S.W. but it being too late in the day to think of getting under way, a boats crew went on shore after Goana, at 3 P.M the boat returned with a load consisting of 22 bags, which having left on board they started again for the beach, during the afternoon two loads more came on board in all 45 bags the remainder of the day calm, In the evening we had some fine sport fishing, taking in the course of a couple of hours about 150 weight of fish called Cape Salmon, an article of excellent flavour. The Mate also went on board of a brig laying in the harbour and obtained a couple of pick axes which were much needed by us the equivalent to be paid for in water to morrow, at midnight calm

This afternoon lost a small boat anchor

Saturday March 30th. Begins with a dead calm, at 6 A.M. light breezes from the Southward. the Captain ordered the windlass to be manned, in half an hour afterward a boat belonging to the brig came alongside

1844 Laying at Anchor at the Island of Ichaboe

and received their water in payment for their pick axes, at 7 A.M we were fairly under way bound to Ichaboe. At 9 A.M calm, at 10 breezes up quite fresh from the S.W. coasting along towards Ichaboe, at 12 Meridian rounded to under the lee of the island passing through a fleet of shipping thirty three in number principally ships and barks, all in pursuit of Goana, at 20 minutes past meridian came to anchor about ¼ of a mile from the island. The shipping here are all English our flag being the only American one ~~seen~~ The island appears like a human hive, the busy throng hurrying to and fro on stages, the plying of the boats back and forth, form quite an animated scene. As we have not yet visited the island we will reserve a description. After dinner partial engagements were made for the use of a stage in loading, at the price of £7"10. to be paid in water and vegetables, during the afternoon threw overboard the Goana obtained at Seal Island as it was a very inferior article. In coasting up this morning we saw a great number of seal on two or three rocks, or hammocks, being covered with them, presume that one or two thousand fur seal could be taken here in a very short space of time and without much difficulty. This afternoon the boat went on shore and a suitable place was selected to begin upon on Monday morning. Mr Patrick selecting the spot and from the sample seen, the Goana ~~is~~ pure and unadulterated. Capt Hoary acting as our Supercargo (a voluntary act of kindness on his part) has obtained for us the use of one of the stages on which to transport our Goana to the boats from the Agent of a company in England, whose special business here is to attend to filling the vessels, and procure supplies for them of both water and provision. At 9 P.M the agent came on board but it being late the contract was not signed, altho permission was given to commen

Lat. 26"15 S
Long. 14"53 E

They merely gave two small casks
of water in payment for our pick axes

1844 Laying at Anchor at the island of Ichaboe

ceiving by stages on Monday morning, after part of the day calm

Sunday March 31st Begins with calm pleasant weather, at day light saw several seal, within fifty yards of the vessel. since we have been here 50 pounds have been offered for the use of the ~~vessel~~ schooner to proceed 6 degrees to the Northward to see if there were any more islands near the main. the cruise would have taken about a week. This morning nearly all the vessels had their colours at half mast. the Steward of one of the vessels having committed suicide yesterday (by poison as the report is). at 12 the funeral procession in boats reached the shore and the body was interred on the back side of the island. At 2 P.M sold 1/2 bag of potatoes for 10/. cash. The Guano here is of the purest kind and of the depth of 50 to 60 feet, on the lee side of the island are some twenty or thirty stages rigged out, made of spars and timber, along which the Guano is carried in bags and thrown in to their respective boats. The island is about a quarter to half a mile in circumference and is one solid hill of Guano. It has been originally a large or rather a number of reefs slightly elevated above the water X upon this spot birds, and seal have resorted, and in process of time their deposits have made this large mass. How many centuries it has taken to form we leave to the curious to determine. From the manner in which they are taking it away, in a years time it will be reduced to its original size as there are constantly from thirty to fifty sail at the island all English. We will be the first American vessel that has ever loaded with it from this island at 8 P.M calm and foggy

1844 Laying at Anchor at Ichaboe

Monday April 1st Begins with calm weather and a very heavy fog, at day break light puffs from the Southward had an early breakfast after which a boats crew including Mr Patrick and the 2nd Mate went on shore to commence clearing away the upper surface of the ground previous to digging out the Guano. the Mate remaining on board with a portion of the crew removing the vegetables from the hold to the deck also, some of the water to have a portion of the hold in readiness to begin receiving our cargo So strong is the effluvia of Ammonia on this island that when our dog went on shore. he came very near going into spasms. running about. rolling in the dirt and frothing at the mouth as tho labouring under an attack of hydrophobia. the smell operating so strongly upon his eyes and nostrils; he was thrown in the surf to cool him, and when brought on board his liberty was stopped for that island There is a ~~bark~~ brig laying within a cables length of us having on board of her the Captain of an English Ship as a prisoner to be taken to England. on the arrival here of the brig. the Captain was permitted to go on shore, as much for exercise as any thing else. not being a close prisoner. the men at work on the island belonging to the vessels here. and I should think there were at least 500 of them at work, being exasperated at him intended to put the Lynch law in force in the most summary manner. Immediately upon his landing on the stage. he was struck in the face by one of the men with a dead penguin, acting upon this gentle hint. he cleared himself by precipitately plunging overboard. followed by another of the shore party armed with a pickaxe he regained the boat and was taken on board the brig. where he remains, seeing him occasionally on the quarter deck. The cause of his arrest is as follows. The Captain and his mate having some difficulty they agreed to decide it with pistols on board the ship, whilst she lay at the island of Possession about a month since the carpenter measured the distance on deck with a rule and took his station on the opposite side of the deck a little forward of the galley. They fired the ball of the Mate passing between the captains legs. but the Captains ball killed the carpenter altho on the opposite side of the deck and his grave is a short distance from the beach on Possession island which we visited a few days since. Hence the excitement against him. one thinking that the carpenters death was intentional At dinner time the shore party came off, and returned again busily engaged in digging off the upper crust or refuse throughout the afternoon a heavy fog. At sun set the crew came off. At 8 P.M. were alarmed by the parting of the chain. the large anchor was immediately let go the other chain was hauled in and it was found parted near the hawse hole losing the new anchor purchased at Cape Town. after part of the day clear and strong breezes from the Southward

Tuesday April 2nd Begins with fresh breezes from the Southward and clear weather, at sunrise the crew went on shore to continue clearing away for Guano. The Captain still continues very much indisposed. having been so since we left the Cape Two more vessels arrived here this morning. During the day the Captain of a bark laying here hearing of the enormous price charged by the agent for the use of his stage. kindly offered us the use of his and permission to dig beside him in his pit. which is the best on the island as soon as a brig is loaded whose crew are at work in his pit she will be loaded in two days at the outside when we will step in and in a few days fill our vessel. This attempt to take advantage of us. as it was impossible to work without a stage and even had there been room to build one. we had not spars enough belonging to the vessel to build one, has created quite a sensation among the men on shore particularly as we were not only the ~~whole~~ only American in the whole fleet, but the first that has ever arrived here after Guano. They therefore named it in derision the £7" 10 stage. This afternoon the entire stage, scaffolding and all fell down in one mass of ruins, the greater portion of the plank floating off to sea, amid the cheers and merriment of the men. Toward sunset our crew came off having cleared away the surface of another portion of this pit having abandoned the place we first cleared off. after part of the day strong breezes from the Southward

Wednesday April 3rd. Begins with clear, cool weather and fresh breezes from the Southward at an early hour the crew went on shore accompanied by Capt Harris. intending to assist the brig in loading. that we may be enabled to commence the sooner. the Mate and 2nd mate have also gone on shore this morning. during the day a ship and a bark arrived here, and one ship sailed. several more are nearly ready for sea. it presents the appearance of a thriving commercial seaport. but the eye wanders in vain to seek the quiet, cheerful abode of man. the wide expanse of ocean bounds the prospect on one side, and desolation on the other. the cheerless. barren, and arid coast of Africa. One little mound of earth appears the small island of Ichaboe the centre of all this attraction. isolated in its position. barren on its surface but teeming with this new substance Guano

so eagerly sought for by active, industrious, men
The remainder of the day wind from the Southward
but gradually becoming lighter

Thursday. April 4th Begins with light breezes
from the Southward and occasional rain showers
at an early hour three of the crew were left on the
island to assist the brig's crew. the boat returning
The Mate then took the boat with Mr. Patrick and
8 of the crew and having supplied themselves with
water and provisions proceeded to the main about
6 miles distant. where several ships long boats were
laying upon the beach, abandoned by their owners
Our intention was to procure one of them repair her if
she was worth it. launch her and tow her to the
Schooner. to assist in loading as a boat of that kind
is almost indispensably necessary here. and to obtain
one ~~him~~ from any of the agents would be only a repetition
of the 7£ "10 system, This morning a foretopsail schooner
left homeward bound, a ship also arrived. in the
course of the afternoon another vessel sailed. At 4 P.
M. the boats crew returned. they stated on their arrival
at the beach they saw a wolf leisurely waiting
for their arrival a little out of gun shot. as soon
as the boat struck however he scampered off. as
fast as his legs would carry him. fresh footsteps were also
seen on the sand of lions which had apparently just left
they also see another wolf. The boats the object of their
search were found, and after a great deal of labour
in digging them out of the sand proved to be worthless
consequently they returned without them. remainder
of the day. pleasant weather and nearly calm

Friday April 5th Begins with light airs from the
Southward at daylight the boat went on shore and
active operations were commenced in the Guana line

both boats were constantly going during the forenoon the Captain also went on shore this morning for the first time since we have lain here. being much better to day. After dinner it breezed up quite fresh from the Southward. so much so that we could only use the large boat. in the course of the day we stowed down 264 bags the Mate having floored off a portion of the hold with bags filled with Guano and then sewed up, these were stowed as closely as possible. the Guano was then emptied on these bags. A large barke also came in here this afternoon. In the evening the breeze continues freshening at 8 P.M. a brig ahead of us began dragging her anchor and at one time strong fears were entertained she would drift foul of us, we paid out chain her anchor however brought up and held about half a length from us. a double watch was set for the night

Saturday April 6th Begins with very strong breezes from the Southward. throughout the day we unable to have any communication with the shore, in the forenoon the Mate broke out a portion of the fore hatch and put it in readiness to receive cargo after part of the day weather moderating

Sunday April 7th Begins with a dead calm at 3 P.M light baffling puffs from S. to E at 7 P.M. finding it a good opportunity to shift our anchorage. hove up the anchor manned the boats and towed her in to a convenient distance from the stage we worked from, Since our arrival here there has been flying rumours among the shipping that a valuable mine had been discovered on the main by one of the agents stationed here, and this rumour daily gained ground as boats were occasionally seen stealthily plying their way some five or six miles distant and returning when they could have had no earthly object in view unless some secret enterprise of this kind. the mine was also stated to be a gold one. Actuated by curiosity (our national characteristic) we intended ferretting out this hidden treasure. The vessel being safely anchored. the Captain kindly offered us a boat. to pursue the enterprise We then put up a sufficient quantity of water and a few eatables. taking care also to provide ourselves with ammunition and an excellent piece to use it (Captn Harris) as the coast was known to be infested with Lions and wolves Upon mustering but, four of us were in readiness to go consequently we proceeded to the Caroline whose Captain kindly lent us the use of his stage, an ample crew was immediately raised with the addition of another shooting iron when we started in full glee for the gold mine. After a long pull of some 7 or 8 miles we succeeded in effecting a landing and beached our boat. we also found another boat on the same errand, in a few minutes one of her crew came down nearly exhausted with a back load of this treasure, we examined it and formed but an indifferent opinion as to its intrinsic value. still we had a desire to see its source. and accordingly all hands started on the tramp taking with us our bags a few bottles of water and our implements of death

Our journey ~~It~~ was a one dreary plain of parched sand. ~~filled~~ intermingled with shells, having a crust upon the surface similar to a meadow of a frosty morning, all the indentations upon its surface were filled with salt. the deposit of the vapours from the ocean when meeting the hot air reflected from the scorching sand, condensing it and causing a deposit of its saline matter. So complete was the illusion (the salt having an exact resemblance to ice) that were it not for the scorching rays of old father Sol, we would have supposed that we had been touched by some magic wand and transported into the dead of winter. In our journey across this waste of sand we met two men of the crew backing down their fortunes or somebody elses and almost famishing thro thirst. we supplied them with water and passed on closely following their tracks After a tramp of about 4 miles we came upon the mine the display of bags some filled so full that no man in the harbour could have backed one a quarter of the distance to the boat. the pick axe; the delicate mining shovel all looked as tho they meant it in down right earnest It has every appearance of a copper mine. altho it may be still more valuable. we each ~~took~~ bagged our specimens and returned again to the boat. Among the specimens which I selected I have also taken the different strata of rock from its apex until the vein is struck and should ~~f~~ it prove of any value the mine is inexhaustible as the same can be found one mile distant. an assayer of metals however can speedily put this subject to rest. I have my doubts as to its value. In returning we saw numerous fresh tracks of wolves, but did not see any. presume they were among the hammocks near where the tracks were at the entrance to the plain. After refreshing ourselves we launched our boat and returned at 5 P.M. the wind out from the Southward (dead ahead). During the day two vessels more sailed with full cargoes. after part of the day light airs from the Southward. the remainder of the day the same

Monday April 8th. Begins with light airs from the Southward. had an early breakfast. and before day break the shore party were landed and busily occupied in filling their bags. backing them to the boat. and loading her. all hands determined to take advantage of a fine day. and drive the work to the utmost of their power. We received three boat loads on board before before a single boat belonging to the fleet landed, and throughout the day it was one continued scene of bustle and activity, every man entering into the spirit of it and doing his utmost to perform an extraordinary days work. The shore party shouldering their bags, depositing them in the boat and returning, constantly on the full jump as tight as they could spring to it. the boats crew pulling the loaded boat to the vessel. and as soon as the warp was thrown on board stepping out of her into an empty boat and returning forthwith. The Mates party on board six in number, hoisting in stowing down and levelling off in the hold, and whenever we could gain five or ten minutes in the boats, filling up some bags and sowing them for flooring of the fore hatch. in this manner we received in the course of the day 19 boat loads, bringing in the aggregate 710 bags the bags averaging about 100 pounds each. making us now about 41 tons on board. At sunset all hands came off to supper. the boats were hoisted up and the watch set for the night. as they all felt like enjoying a little repose after such a tremendous days work, after part of the day light airs from the Southward the weather clear and pleasant

This afternoon three large barks arrived; here all English

Tuesday April 9th. Begins with pleasant weather and light airs from the Southward at an early hour the boat went on shore with part of the crew, the remainder of the crew remaining on board to assist the Mate in breaking out water provisions and every thing remaining between decks. this was accomplished by 11 A.M. being compelled to stave some of our casks and use them for dunnage, we then received two loads before dinner. In the course of the day took in 8 loads consisting of 345 bags. To day two more vessels arrived, one of them a large Indiaman. carrying

1844 Laying at Anchor at Ichaboe.

12 or 14 guns. with a complement of middies and marines. she also is after Guano. the remainder of the day nearly calm.

Wednesday April 10th Begins with light airs from the Northward, during the day light baffling airs, in the forenoon broke out the hold during the day took in 375 bags the balance of our cargo, and in accordance with the general usage here, gave three hearty cheers when the last boat left. After her arrival alongside to unload, the last bag was suffered to remain until every thing was in readiness when we hoisted it up as far as the tackle would admit, amid the cheering of the crew. This was responded to by most of the shipping in the harbour the star spangled ~~blu~~ banner unfolding itself at the same time to the breeze, the only one among the fleet. We have shown them here true Yankee flag, and to the credit not only of our flag, but our nationality. not counting too much on dollars and cents, the living on board the English vessels is miserable beyond belief. their bread. resembling the sole of a scorched boot. vegetables is known to the foremast hands only by name. having a good stock on board. some were given to the crew of the Caroline, as the Captains here were too poor in cash to purchase, and receiving bills of exchange on London for paltry amounts was not worth meddling with, we started 7 casks of water on deck letting it run through the scuppers, and stove up the casks for dunnage this opened their eyes a little, and they found the little Yankee as independent as the flag she bore at her mast head. the consequence was a demand for water and vegetables, and the sovereigns began to tumble in as fast as they could muster them. the remainder of the day light-

When the last bag was hoisted up we
gave them Yankee Doodle in the fleet

1844 Laying at Anchor at Ichaboe.

baffling airs.

Thursday April 11th Begins with light airs from the W. in the forenoon went on shore for the firſt time and took a thorough view of the island. It is much larger than I had any idea of. and two years will elapse before they can remove it. should they employ all the shipping now afloat. The different portions or pits as they style it. some a little further advanced than the others. give it the appearance of a huge fortreſs. with all its ramparts and abutments each party as they work in leaving their walls perpendicular and so hard is the substance they are compelled not only to use the pick axe but the beetle and wedge. the skins of birds and seal are found protruding through from top to bottom. alſo the eggs of the sea fowl, some of which I have preserved taken out 60 feet from the surface. At noon had quite a squall from the North West. in the afternoon it shifted to S. E. and blew quite fresh

Friday April 12th Begins with light airs from the Northward after breakfast. hove up the anchor. manned both boats, and towed her out from among the shipping to a good place to get under way from, at the firſt opportunity. after anchoring. nine of us including the mate started for the gold mine, on our landing we saw two wolves on the beach. but could not get a shot at them. we bagged our specimens, and returned coming acroſs the tracks of a large lion. the wolves had alſo been to our boat during our abſence at 4 returned to the veſsel To day two veſsels arrived here. we alſo purchased two hundred weight of bread at the price of three pounds sixteen shillings, for which we gave three bags of potatoes @ 16/. and two bags of onions at 14/. per bag. We have alſo made Captn Harris of the Ship Caroline. a present of some vegetables, for his kindneſs toward us. Upon our arrival here, we were peculiarly situated, particularly at another time

1844 Homeward Bound via the West Indies

remainder of the day. a dead calm

Saturday April 13th Begins with light airs from the Northward, and a very heavy fog. at sunrise the mists begins to disperse, and there is every prospect of soon getting under weigh, at ½ past 8 A. M. light airs from the Southward. immediately commenced heaving up and by ½ past 9 A. M. we were under full sail. Homeward Bound, via the West Indies. the Island of Ichaboe bearing S.E.½ S. about three miles distant. from which we take our departure. A bark has also sailed this morning in company with us. called the Black Prince. Since we have been here we have been extremely fortunate, more so than any vessel in the whole fleet. vessels which arrived before us still remaining there, without having received a single bag. of Guano on board. being compelled to put on board some other vessel. some 1000 or 1500 bags. to obtain privilege to work in a pit, besides paying a heavy bonus. of from 30 to 45 pounds sterling for the use of a stage. and that too to their own countrymen, The fact is, this island together with the stages have been under the control of a set of agents. men devoid of either principle or common honesty. fleecing their own countrymen. without hesitation or scruple, and upon our arrival here ~~the~~ so a solitary stranger. the only one unfolding the stars and stripes, the same game was commenced upon us. but in ~~f~~ catching the Yankee, they caught a Tartar. we have struck the death blow to extortion and agents. on this spot. and we leave the island. with the bright escutcheon of our national flag, untarnished, unsullied. A strong remonstrance has been forwarded to the Cape directed to the heaviest firm there of which the Consul is a silent partner, and no doubt energetic measures will be pursued forthwith to protect the interests of our flag and set an example to John Bull which ~~no doubt~~ they will profit by. Fortune altho a fickle Goddess, has this time favoured us, and the order, has proved to us of incalculable benefit. Captn. Harris our passenger, a member of that fraternity whose basis is charity to all mankind, has been indefatigable in his exertions to aid and assist us in forwarding the interests of the voyage. After our arrival here and undergoing the £ 7. 10 system, we found a friend in another Captn. Harris of the British Ship Caroline, united by the same band which binds brethren, tho boundless oceans roll between the place of their nativity, the consequence was the offer of his pit and stage gratuitously, which was accepted, and we were filled in a brief period. Courtesy, and civility required a corresponding feeling on our part, which was manifested by a present of vegetables, and water articles wanted here, and but little cost to us, which no doubt will be readily credited, or I am much mistaken in the character, disposition, and habit, of Charles Mallery Esqr. At 2 P.M. took some altitudes, and found our chronometer correct the weather foggy, steering N.W. by N. We have passed one vessel this morning the Black Prince

Lat by Obs. 26.16 S
Long by Chron. 14.52 E

Sunday. April 14th. Begins, with fresh breezes from the Southward, steering N.W. middle part, a good breeze, from the Southward. We had forgotten to mention yesterday our sending a parting present to Captn. Harris of the Ship Caroline, being neither more nor less than our largest pumpkin, with his name handsomely carved ~~and~~ doubly on either side in the form of an Ellipsis, in the centre of which were the implements of the craft. His last ~~were~~ words were that he would keep that pumpkin until he arrived in England that brief anyway merry volumes, and is ~~a~~ but a faint expression of the fulness of his heart. This morning saw a large vessel on our lee bow about 10 miles distant, presume it was the Prince of Wales. the Black Prince, out of sight astern. remainder of the day moderate breezes from the Southward steering N. W. by N.

Lat by Obs 25 " 43 S
Long by Chron 12 " 30 E.

Monday. April 15th. Begins with, moderate breezes from the Southward. steering N. W. by N. the weather warm and pleasant. a sail in sight to leeward, and astern. about 8 miles distant, presume it is the Bark Black Prince. middle part, wind moderate from the Southward. course N. W. at sunrise cloudy, wind and course the same. saw a vessel astern. presume it is the same vessel we see yesterday. remainder of the day. light winds from the Southward. course the same

Lat. by Obs. 24 " 36 S
Long by Chron 11 " 10 E.

Tuesday April 16th. Begins with light breezes from the Southward. steering N. W. by N. the vessel seen this morning. out of sight astern. during the afternoon and × evening the smell of the Goana was intolerable. in the cabin almost suffocating one. should we be compelled to lay to in a gale of wind. whilst we have this cargo on board. believe it would be almost impossible to live in the cabin whilst laying in that position. God send us a speedy as well as profitable deliverance from this cargo. middle part the breeze freshens a little. steering N. W. after part. wind and course the same the weather pleasant. and partially cloudy

These voyages as [illegible] [illegible] 68 years elapsed to 1912

Lat by Obs 23 " 35 S
Long by Chron 9 . 25 E.

1844 Homeward Bound via the West Indies

Wednesday April 17th Begins with light breezes from the Southward heading N. W. by N. the weather clear and pleasant. middle part. the breeze freshing considerably. hauling to S. S. E. and S. E. with mist rain. after part fresh breezes from S. E. with occasional rain squalls. course the same. We are now in the trades fairly. and every prospect of having them quite fresh.

Lat by Obs 22"31 S
Long by Chron 7"36 E.

Thursday April 18th Begins with strong breezes from S. S. E. to S. E. steering N. W. by W. middle part moderates a little. after part moderate breezes from the S. E. steering N. W. by W. the watch on deck busily employed in repairing the foresail. The smell from the Goana is most intolerable. like inhaling the steam from a tea kettle, scalding the throat, stomach. and lungs. in fact debilitating the whole system the foremast hands have rigged a wind sail, to ventilate the forecastle. and the Captain is now most actively engaged in making one for the Cabin to try what virtue there is in it ~~and~~ as the Goana proves a sore annoyance to him

Lat by Obs 22"01 S
Long by Chron 5"20 E

Friday April 19th Begins with light airs from S. E steering N. W. by W. the watch still engaged in repairing the foresail. at 4 P. M. altered her course to N. by W. middle part winds moderate from S. E. course the same after part moderate breezes from the S. E. course the same

Lat by Double Alts 11 a.m 20"51 .
Lat by Meridian Obs 20"48 S
Long by Chronometer 3.55 E.

1844 Homeward Bound via the West Indies

Finding Error in the Consul's
Account of £100. against us.

Saturday April 20th Begins with light breezes from S. E. steering N. by W. thus far we have had the South East trades very light. middle part the breeze freshens steering N. W. after part fresh breezes from the S. E steering as before. to day examined all the bills and accounts of the vessel whilst in Port at Cape Town. opening a balance sheet on account of the Schooner. In examining the balance sheet of our agent the Consul we detect an error of £100 sterling in the sale of cargo against us. We immediately wrote to the Consul notifying him of the fact. intending to have the letter in readiness to put on board some vessel bound to St. Helena should we meet one. otherwise take it there ourselves +

+ See Copy of Letter in Preface of this Book

Lat by Obs 19"50 S
Long by Chron 2"15 E.

Sunday April 21st. Begins with fresh breezes from S. E. steering N. W. altered her course to W. N. W. at 3 P. M. St Helena bears N. W by W ½ W. 480 miles distance, at 4 P. M altered her course to N. middle part. strong breezes from S. E. steering N. by W. and squally during the night. at daylight clear and pleasant. after part fresh breezes from S. E. course the same

Lat by Obs 18"09 S
Long by Chron 1"34 E

Monday April 22nd Begins with fresh breezes from S. E. steering W. by N. in strong hopes of making St. Helena on Wednesday next. at ½ past 3 P. M raised a Bark on our weather beam. apparently heading as we were. believe it to be the Prince of Wales. middle part strong breezes from the South East course the same after wind and course the same weather cloudy

Lat by Obs 16"01 S
Long by Chron 00"55 W

1844 Homeward Bound via the West Indies

Tuesday April 23rd Begins with moderate breeze from the S. E. jibed ship heading W. N. W as our latitude was up within 6 miles finding ourselves once more in West Longitude, middle part, fresh breeze from S. E. course the same, at day light saw a large bark a little on our weather quarter. almost astern, having passed her in the night, she had all her flying kites set studding sails on both sides alow and aloft. believe it to be the English bark Prince of Wales, one of the vessels which sailed in company with us from Ichaboe and with whom we exchanged signals the other afternoon, she also has some of our letters on board to be delivered at St Helena but in all probability we will be there first, after part cloudy

Lat by Double Altitudes 15"45 S
Long by Chron 3"10 W

Wednesday April 24th Begins with moderate breeze from S. E. steering W. N. W. the sail seen this morning now out of sight from deck having luffed up a point or two no doubt aware the way to the Northward of St Helena. at 6 P.M altered her course to W. by N. middle part very fresh breeze from S. E. course the same at 6 A. M. altered her course to W. N. W. this morning saw a sail a long distance off on our weather quarter presume it was the same one we saw ~~since~~ yesterday, At 1 P.M precisely came to anchor near James Town in 15 fathoms water having beat both the Prince of Wales the fastest sailer in the whole Guano fleet, and the Black Prince, neither of them having arrived here yet
At 1 P. M. the health physician came on board and in a few minutes ordered us to hoist the white flag at mast head, the signal of a healthy ship. and liberty to ~~go~~ go and come when we pleased, as far as quarantine regulations were concerned. At 2 P. M. were on terra firma

To night fell overboard in the harbour went over head and ears, cold warm however so did not mind ;

1844 At Anchor, at James Town St Helena

and planted our pedestals, on ~~our~~ the iron bound coast of St Helena. so celebrated not only as the prison of Napoleon but as a bye word for the civilized world, as the cage of one solitary human being of middle stature (the fear and dread of 23 millions of heroic. chivalrous, Englishmen, a blot upon her national escutcheon which time will never efface. We took a ramble through the city, a full description of which we have minuted in a journal of the previous voyage. having found pretty comfortable quarters we bivouacked for the night—

Thursday April 25th Begins with light puffs from S. E. before sunrise saw the Captain. who wished me to go on board and return immediately with money that he might close his business at once and put to sea as he was determined not to delay a moment, or put the owners to any unnecessary expense. acted according to orders. and before breakfast all hands were on board with the exception of Joseph Corie a native of St Helena. who was worse than useless on board the vessel. the anchor was immediately hove up and we were under way Homeward Bound, having made the quickest passage on record from Ichaboe to St Helena. the other vessels which sailed in company with us not having arrived yet—

Friday April 26th Begins with light breezes from S. E. steering W. N. W. altered her course to N. W. W middle part light winds from S. E. course the same we have a clean bill of health. couched in as strong terms as language can make it. which no doubt of great service to us at the West Indies, we were fortunate in getting it. as just about the time it was finished. an English Man of War. arrived there from the Coast of Africa. having sickness on board. as the yellow flag at her mast head plainly indicated,

Lat by Obs 14" 44 S
Long by Chron 6" 43 W

1844 Homeward Bound via the West Indies

Saturday April 27th Begins with very light winds from S. E. steering N. N. W. the weather most intolerably hot. during dinner time caught a famous mess of Tunies a species of bastard Dolphin. the watch busily employed in making a new flying jib. middle part. fresh breeze from S. E. course the same. after part wind and course the same

Lat. by Obs 13.. 28 S
Long by Chron 7.. 43 W

Sunday April 28th Begins with moderate breezes from S. E. steering N. N. W. the weather clear and sultry, middle part very strong breezes from S. E. course the same. after part wind moderate steering N. N. W

Lat. by Obs 12.. 02 S
Long by Chron 9.. 20 W.

Monday April 29th Begins with clear warm weather and moderate breezes from S. E. steering N. N. W altered her course to N. by W. middle part fresh breezes from S. E. course the same. it is our intention to make the Island of Ascension as it is on our route. and bore at 4 P. M N. W ½ W 360 miles distant. send a boat on shore and barter for a couple of large green turtle this island being a famous resort for them weighing from 3 to six hundred pounds. and as they have no vegetables there and we have an abundance, we think there will be no doubt of success after part. wind moderate from S. E steering N. N. W

Lat by Obs 10.. 31 S
Long by Chron 10.. 43 W

Tuesday April 30th Begins with moderate breezes from S. E. steering N. N. W. to day finished the new flying jib and set it. middle part fresh breezes from S. E. steering N. by W. the weather exceeding hot and sultry after part of the day a fine breeze from S. E. steering N. by W.

Lat. by Obs. 8 " 53 N.
Long by Chron 12 " 13 W.

Wednesday May 1st. Begins with fresh breezes from S. E. steering N. by W. the weather very warm at 2 P.M the Island of Ascension bearing W. N. W distant 120 miles middle part very strong breezes from S. E. steering N. by W. at 12 midnight. the latitude being up according to our reckoning jibed ship steering W. N. W. at 7 A.M land was discovered one point on our weather bow about 45 miles distant, being the Island of Ascension. after part clear weather and a fine breeze from S. E heading up toward the North or Lee end of the island about 10 miles distant

Lat by Obs 7 " 55 S
Long by Chron 14 " 00 W.

Thursday May 2nd Begins with fresh breezes from S. E. heading W. by N. toward the lee end of the island at half past 3 was opposite the fort and settlement about a mile and off hauled up and stood in for a few minutes when we squared away and stood off heading N. W. We are sorry that we did not stop for an hour or two, as they expected us in there, the only wharf or jetty there being lined with people. There were also laying there three merchantmen and no doubt we could have commanded almost any price for our vegetables, a large supply of which we have still on hand and they are beginning to decay rapidly. at any rate we could have traded for several large turtle and made a saving in bus. saving perhaps forty or fifty dollars more on a bad speculation. We also took some observations and found our chronometer correct and to be relied upon having raised the island about 50 miles distant. This island

Lat 15 " 55 S.
Long by Chron 14 " 15 W
Long " Obsd 14 " 23 W

1844 Off the Island of Ascension.

is a barren pile of rocks. without any signs of vegetation as far as we could discern and are informed what few vegetables are raised there, are for the governors use, It is well fortified and troops are generally stationed here. it is also a naval depot for the fleet of Great Britain cruising about in these parts, particular those cruising on the coast of Africa. in search of slavers. It abounds in Green Turtle. its beaches at certain seasons lined with them. we are also informed that plenty of fish are taken in the harbour. and an abundance of eggs are found on the rocky coast. for the other necessaries of life they must take it as they can catch it. The Settlement embraced some thirty or fourty buildings and presented quite a tidy appearance from Ship board, at 8 P.M breeze was quite fresh reefed the mainsail, middle part strong breeze from S.E. course the same, after part fresh breeze from S.E. course the same

Lat. by Obs 7"53 S
Long by Chron 14"30 W

Friday May 3rd Begins with a fine breeze from S.E. steering W.N.W. at 1 P.M shook the reef out of the mainsail middle part. fresh breeze from the S.E. course the same set gaff topsail. after part busily employed in drying our potatoes as they are rotting very fast from 10 to 12 squally took in gaff topsail

Lat. by Obs. 7"50 S
Long by Chron 18"42 W

Saturday May 4th Begins with fresh breeze from S.E steering W.N.W. with every prospect of making a quick run to the line. middle part strong breeze from S.E. steering W.N.W at 8 P.M reefed the mainsail throughout the night squally with an occasional light dash of rain. at daylight clear and pleasant. after part moderate winds from S.E. course the same the watch engaged in repairing mainsail

Lat by Obs 7"37 S
Long by Chron 21"62 W

1844 Homeward Bound via the West Indies

Sunday May 5th Begins with clear weather and moderate breeze from S.E. steering W.N.W. the watch occupied as yesterday. middle part moderate breeze from S.E. course the same. after part fresh breeze steering as before

Lat by Obs 7" 44 S
Long by Chron 23" 26 W

Monday May 6th Begins with fresh breeze from S.E. steering W.N.W. and every appearance of squally weather: middle part strong breeze from S.E. course the same. at 6 A.M jibed over heading N.W. by N. after part moderate breeze from S.S.E course the same weather clear and pleasant

Lat. by Obs 7" 27 S
Long by Chron 25" 41 W

Tuesday May 7th Begins with moderate breeze from S.S.E steering N.W. by N. middle part fresh breeze from S.S.E course the same after part moderate breeze from S.E. course N.N.W.

Lat. by Obs 5" 56 S
Long by Chron 27" 04 W

Wednesday May 8th Begins with moderate breeze from S.E. steering N.N.W. at 4 P.M raised a sail on our weather bow standing to the Westward. She was a fore topsail schooner heading W.S.W and crossed our bow about 4 miles distant, presume she was from the coast of Guinea bound to Rio middle and after parts wind and course the same

Lat by Obs. 4" 33 S
Long by Chron 28. 17 W.

Thursday May 9th Begins with moderate breeze from S.E steering N.N.W at 6 P.M altered her course to N. by W. middle part fresh breeze from S.E. after part wind and course the same

Lat by Obs 2. 46 S
Long by Chron 29. 30 W

1844 Homeward Bound via the West Indies

Friday May 10th Begins with moderate breezes from S. E. steering N. by W. at 3 P. M altered her course to N. the breeze freshening considerably with every appearance of squally weather. at 4 took in gaff topsail middle part some rain squalls. after part clear and pleasant. wind variable from S. E. to E. course the same having altered her course to N. by W a few minutes after 3 P. M

Lat by Obs 1.03 S
Long by Chron 30.30 W
Long by Lunar 30.10 W

Saturday May 11th Begins with pleasant weather and a good breeze from S. E. steering N. by W. a few minutes past 12 raised a sail on our lee quarter. apparently a square rigger heading N. N. E and crossing our wake middle part wind moderate from the same quarter at 3 A. M believe ourselves to be in 0.15 miles North Latitude with a good breeze from the Eastward the wind gradually hauling to the E. at 8 P. M had quite a squall from N. E. took in gaff topsail and square sail also set the jib heading N. W. by N. after part good breeze from E. S. E.

Lat. by Obs 0.38 N.
Long by Chron 31.20 W

Sunday May 12th Begins with fresh breezes from E. S. E. at ½ past 12 raised a sail directly ahead about 10 miles off the way a full rigged brig heading to the Northward during the afternoon the wind baffling from E. S. E. to E. N. E. but a good breeze middle part squally took in top gallant sail and square sail. after part light winds from E. S. E to E. steering N. by W

Lat by Obs 1.47 N
Long by Chron 31.50 W

Monday May 13th Begins with light winds from the Eastward steering N. N. W the sail raised yesterday still in sight on our quarter middle part squally from E. to N. E. with rain. after part clear up beautifully with a fine breeze from N. E steering N. W. believe we have now the North East trades in good earnest altho light

Lat by Obs 2.49 N.
Long by Chron 32.58 W

Tuesday May 14th. Begins with a good breeze from N. E. and fine clear weather steering N. W. bound direct to the West Indies, to try what luck may be in store for us. intending to try Barbadoes first and if we do not dispose of our cargo there run the whole of them down middle part fresh breezes and squally from the N. E with any quantity of rain. after part wind the same with rain squalls. at 10 the rain ceases altered her course to N. W. by W. wind fresh from N. E.

Lat by Obs 3.58 N
Long by Chron 34.48 W

Wednesday May 15th. Begins with cloudy squally weather and moderate winds from N. E. steering N. W. by W at 7 P.M. reefed the mainsail middle part fresh breezes and squally with considerable rain after part the same

Lat. by Obs 4.54 N
Long by Acct 37.02 W

Thursday May 16th. Begins with a calm and raining as hard as it can pour took in the mainsail to keep it from being flapped to pieces at 4 a light breeze springs up made sail wind baffling middle part very squally from N. E reefed mainsail and topsail also took bonnet off the jib after part fresh breezes from N. E. with clear weather steering N. W. by W.

Lat by Obs 5.45 N
Long by Chron 39.07 W.

Friday May 17th Begins with pleasant weather and a good breeze from N. E steering N. W. by W. middle part strong

Off the Island of Barbadoes (W. I

under easy sail, squaresail and topsail & at 4 hove to to get up the chain got the anchor ~~and~~ stowed on the bow and shackled the chain then stood close on the wind heading E S.E. At 1 A.M tacked ship heading W. N at daylight discovered the land broad on the lee bow about 25 to 30 miles distant. made all sail and stood for it. At 9 A. M. came in the bay of Bridgetown the boarding officer boarded us and informed us that there was no charge for anchoring if we did not remain over 24 hours. he also pointed out to us a place for anchoring. in a few minutes past 12 came to anchor in the harbour where we found thirty odd sail of shipping including a large English Frigate. Went on shore with the Captain and took a stroll through the city found it to be quite a large place and overflowing with negroes, fat, lazy, and saucy. The houses are all of two stories built of stone or brick then cemented over the roofs uncommonly steep. so built to withstand the hurricanes which prevail here. the streets are all paved then Mc adamized and are very narrow and the heat intolerable. We were informed that Guana was selling here at 25 dollars the ton. during the day purchased two barrels of pork and one of beef and at 6 P. M. were under way bound to the island of Martinico a French Island to try our Guana there.

Sunday May 21th Begins with strong breezes from E. S. E. steering N. W. by N. bound to Martinico middle part wind and course the same. at 8 P. M

1844 At Anchor at Port Royale (Martinico)

paſsed the island of St. Vincent about 10 miles distant to leeward. at 10 made the island of Martinico directly ahead at 4 came up the bay toward the town. The harbour here is an excellent one the bay very large and deep and the sides studded with forts being very strongly fortified. Its appearance however is not equal to Barbados. which for beauty of scenery and fertility of soil excels any place I have ever seen. The weather side of this island situated on slightly ascending ground show beautifully. being very thickly settled hundreds of lofty wind mills towering up in every direction at the different sugar plantations at sunset came to anchor in nine fathoms water within half a mile of shore. every thing made snug and the anchor watch for the night set. all hands turned in. remainder of the day light airs from off the land with occasional rain squalls

Monday May 27th. Begins with light airs from off shore, after breakfast. the Captain manned a boat and went on shore. at 9 A.M. Mr. Patrick returned with the boat after a sample of Goana the article being unknown here as we are the first veſsel which has ever brought any to this port When we ~~are~~ were at Barbadoes the British brig Wilmot had there loaded with it and had sold her cargo a small portion of which had been landed. She then received despatches from England stating that Guana had risen more one half in value in England and ordering the vessel with her cargo home to England. The Captain paid 600 dollars to get clear of his bargain and save the remainder of the cargo. We were not allowed to land our cargo it being in an American bottom. but purchasers could be found who would charter a vessel to follow us to the Island of St Thomas a free port and there take our cargo and return with it to Barbadoes. At half past 10 A.M the boat came off again with an order from the Captain to send all the water casks, that were empty on shore immediately. presume he has received some intelligence from home and is bound there after leaving here. was also informed that we would not be permitted to land our cargo here. Upon receipt of the order the Mate immediately had the casks put in readiness for rafting and sent them on shore After dinner went on shore with the mate saw the Captain on shore a little before sunset came off in the boat the Captain being very anxious to get to sea immediately Captn Harry being on the ~~do~~ jetty at the time. After being on board half an hour the Captain sent another boat for those remaining on shore heaving at the same time heave the anchor short. The boat returned without bringing off the men. the Captain then took a boat and went again but returned without success. and immediately got under way. standing out of the bay under flying jib and fore topsail. leaving behind Captn Harry our passenger. Mr Wheeler the Mate. Thomas from Ichabae an J. Smith shipped in Cape Town

Another object in stopping at Martinico was to obtain some wood as we had not one stick left on board to cook with a boat load of which we obtained

Tuesday. May 28th Found us standing out of Port Royal Bay under easy sail with light airs from N. E. having cleared the N. W point of the bay, kept W. N. W. middle part very light airs wind and course the same. at 6 A. M. the N. W. end of Martinico bears E. by compass. about 10 miles distant from which we take our departure. the Island of Dominico also plain in sight on our weather bow about 30 miles distant. These islands were visited about one year since by a severe earthquake which destroyed a great many lives in Martinico as well as demolishing several of their towns. During the remainder of the day a good breeze from E. N. E steering N. W. by N.

Lat by Obs 15 . 10 N
Long by Chron 61 . 30 W

Wednesday May 29th Begins with moderate breezes from E. N. E. steering N. the island of Dominico was about 15 miles distant to windward. At 3 P. M. altered her course to N. W. wind breezing up a little gave her all sail at sunset was to the Northward of the most northerly point of Dominico. middle part fresh breezes wind and course the same. At sunrise the wind nearly dies away, with a short cross sea. took in foresail to [illegible] it from flapping to pieces. no land in sight this morning At 9 A. M. land was discovered on the weather beam about 30 miles distant being the island of Guadaloupe. remainder of the day. wind light from N. E. course N. W.

Lat. by Obs. 16 " 15 N
Long by Chron 62 " 37 W.

Thursday May 30th Begins with moderate breezes from N. E. steering N. W. the weather excessively hot and sultry. middle part the breeze freshening a little course the same.. at 10 P. M. saw a sail on our weather bow standing across our bow. apparently a small craft and heading to the Westward.
At 10 A. M. made the land directly ahead about 35 miles distant. being the Island of St. Croix or St. Cruz remainder of the day moderate breezes from E. N. E. standing along to weather the most Easterly Point of the Island

Lat. by Obs 17 . 39 N.
Long by Chron. 64 " 02 W

Friday May 31st Begins with light breezes from E. N. E heading N. W. by N. to get an offing clear of the weather point of the island. we also ascertained that our chronometer was still in error 17 miles over and above her correction losing daily a trifle beyond her rate. At 2 P. M put her under easy sail heading N. or full and by. as it was our intention to stop at St. Thomas. which we could not reach by sunset and the coast being dangerous. prudence dictates to keep under snug sail until morning. The passage also by St. Thomas into the Atlantic is a dangerous one to be attempted at night. unless by a person well acquainted. and this island being a free port. and the most likely one in the West Indies where we can dispose of our cargo. concluded to lay to. so that we could enter the harbour

1844 Off the Island of St. Cruz.

and dispose of our cargo. should we prove so fortunate otherwise start for home and pass through the passage before sunset. At 3 P.M. made the Islands of St. John and St. Thomas a little on our lee bow. at sunset saw several other small islands at 7 tacked ship heading E.S.E St. Cruz on our lee ~~bow~~ plain in sight - about 20 miles distant. at 12 midnight tacked again head to the Northward. at ½ past 3 A.M. kept her off N.W. by N. and made all sail. during the night light airs from N.E. to E.N.E. at 6 A.M. the East point of St. Cruz bears S.W. about 15 miles distant. This morning saw an hermaphrodite brig standing to the Westward. remainder of the day light airs from the E. course the same.

Lat. by Obs 18.01 N
Long. by Chron 64.04 W

Saturday June 1st Begins with light airs from S.E. jibed over heading N.W towards the islands of St. Thomas and St. John. as we neared the land a host of islands and hammocks were seen which were not laid down in the chart, or epitome, At 4 P.M concluded to wait until morning. took in squaresail. topsail and top gallant sail. then hauled close upon the wind heading N.E.½ E. St. Cruz plain in sight. the East end bearing S. by compass. consequently we were in the longitude of it. at 6 tacked ship heading S.E. by S. During the night fresh breezes from E. to N.E. stood off and on tack and tack. At early dawn went in to the town and found it to be the island of St. John kept her off and stood on to St. Thomas. This error occurred in allowing a new rate to the chronometer which did not belong to her, of 16 miles just the difference of Longitude between the two islands. having tested the chronometer by the passage of the Earth's Shadow over the moons surface. the chronometer with her rate of 2 and 5/10 seconds varying but 8 seconds from the true time at Greenwich. After discovering our mistake took an altitude and the chronometer placed us precisely in the position we were. kept her off and stood on to St Thomas. After dinner the Captn went on there having come to anchor in the harbour of St Thomas at 30 minutes past meridian. Upon his return he stated that there was a probability of disposing of our cargo here, remainder of the day nearly calm

Sunday June 2nd Begins with calm weather and light breezes which continued throughout the day At breakfast time the Editor of a Semi Weekly paper published here came on board and told us that had he known we had a Cargo of Guano on board, he could have disposed of it to a Planter from St Vincents who left this Port last night in a Steam Ship for Liverpool for the express purpose of procuring a cargo of pure Guano, having tried a sample of it upon his estate and found the fruits of it to surpass belief. In the course of the day went on shore and visited the remains of Black Beard's Castle the celebrated Pirate it is now nearly in a state of ruin. we saw five large cannon buried among the rubbish which time had dismounted, the ruins are about 30 feet in height and ~~was~~ originally mounted as far as we could judge 16 pieces of heavy calibre There are several other remnants of castles and watch towers. all of them built by the Buccaneers of America this being their fortified position as well as rendezvous: but one only is interesting as the habitation of Black Beard during the evening a performance was held here in an amphitheatre pitched in the open air by an American Circus Company — remainder of the day nearly calm

Monday June 3rd Begins with calm weather. after breakfast went on shore. saw the Captain. also Mr Carrington acting as agent for us. and was advised to remain until he should receive returns from St Cruz. which would be in all probability on Wednesday morning and he thought it was altogether likely the cargo would be disposed of to the planters of that island during the day her bottom was scrubbed. also sent three bags of Guano on shore, in the evening the Captain came on board

Tuesday June 4th Begins with calm weather. at 6 A.M. a light breeze springs up from the Eastward after breakfast the Captain went on shore and from conversation held with several of the planters the supposition is that he will dispose of it at St Cruz. During the day there have been two arrivals and as many departures of American vessels. freights are plenty and vessels in demand. We have also received on board a passenger for America. remainder of the day light baffling airs

Wednesday June 5th Begins with calm weather at an early hour went on shore with the Captain and found that returns had not yet been received from St Cruz, but the impression was that they would be favourable. This morning sent down the foretopsail to repair under the superintendance of the 2nd mate

1844 Homeward Bound Direct

Monday June 17th Begins with fine clear weather and a moderate breeze from N. E. under easy sail heading N. by W. middle part moderate breezes wind and course the same. at 4 P.M wind hauls to E. N. E. shook the reef out of the mainsail. and set reefed topsail. the Captain is much better this morning. after part fine weather and a good breeze from the Eastward course the same until 10 A.M. when she was hauled up N. at 12 M. furled the topsail

Lat. by Obs 30 " 38 N
Long by Chron 70 " 15 W

Tuesday June 18th Begins with fine clear weather and a good breeze from the Eastward steering N. at 2 P. M. set reefed topsail at 4 P.M. altered her course to N. by E. at 6 P.M saw a fore topsail schooner on our lee beam about 8 miles distant standing to the Southward. middle part moderate breezes from E. to E. S. E. course the same. at 7 A. M. light airs from the Southward shook the reef out of the topsail. set square sail and top gallant sail. also took in foresail and mainsail. at 10 set the mainsail after part fresh breezes from the S. E. course the same

Lat. by Obs 32" 46 N
Long by Chron 70" 01 W

Wednesday June 19th Begins with fresh breezes from the S. E. steering N. by E. at 1/4 before 8 took in the mainsail and kept her off N. middle part moderate breezes from the Southward course the same, at 5 A. M. set mainsail again wind S. S. W. and altered her course to N. by W.

at 11 A. M. the breeze freshened considerably. reefed the mainsail, also sighted & raised a full rigged brig directly ahead crossing our bow. apparently bound in to the Capes of Delaware. remainder of the day fine breeze, wind and course the same

Lat. by Obs. 34"59 N
Long. by Chron. 70"48 W

Thursday. June 20th. Begins with strong breezes from S. W. steering N. N. W. furled the top gallant sail at 4 P. M. reefed the topsail, furled the square sail and set the jib without bonnet. Also raised a vessel astern apparently a square rigger with studding sails set. steering the same course. middle part strong breezes and squally from S. W. course the same. At 3 A. M. furled topsail and mainsail at 7 A. M. moderated a little, set them both again also altered her course to N. W. by N. after part moderate. set whole topsail. square sail. having gained the northern edge of the gulf about 10 A. M also raised a ship on our weather beam heading to the Northward

Lat. by Obs 37"34 N
Long by Chron 71"10 W

Friday June 21st. Begins with a fair breeze from S. S. W. steering N. W. by N. shook the reef out of the mainsail and set top gallant sail. At 5 P. M spoke the Ship Herald of Fairhaven 22 months out with 1600 barrels of oil 90 of Sperm bound in. set gaff topsail. at 6 kept her off N. by W

1844 Homeward Bound Direct

Mantock Point bearing N. by W. distant 190 miles middle part light airs and calm. at 6 A.M. thick fog and light airs from the Westward, saw the Herald astern. also raised another square rigger on our lee beam the remainder of the day a thick fog and a dead calm

Lat. by Acct. 38.42 N
Long. by Do. 71.27 W

Saturday Jun 22nd Begins with a heavy fog and a calm. middle part the calm and fog continue, at 4 A.M. a light breeze springs up from S.E. steering N. after part breeze freshens and keeps constantly hauling until it settles at West. no meridian observation this day

Lat. by Double Altitudes 39.55 N
Long. by Chrono 71.49 W

Sunday Jun 23rd Begins with fresh breezes from W. steering N. the fog also begins to light up a little sounded with 45 fathoms of line but did not find bottom. during the afternoon the fog lights up saw six sail. at 6 P.M. spoke the Schooner Pyretis of Scituate bound to Norfolk. middle part strong breezes from the Westward, furled square sail topsail and top gallant sail with flying jib also reefed the mainsail. keeping the lead going most of the night. at daylight made the land directly ahead about 10 miles distant and 20 to the Westward of Mantock Point made sail and kept her off standing along the land at 9.30 minutes passed Mantock. at 10 received a Pilot — Home — So ends this Voyage —

To find the Time at Sea at Sunrise or Sunset

H

Note the time per Chronometer the instant, the upper or lower limb, touches the horizon. Reduce the Latitude and Polar distance to the time of observation; add the Latitude and Polar distance together.

If the lower limb is observed, subtract 21 from the sum and then to the half sum add 21 for a remainder

If the upper limb is observed, subtract ~~add~~ 53 and add ~~subtract~~ 53, the same as above, and then work for the time in the same manner as if an altitude had been observed

Example Lower Limb

Lat 37.52 — Sec 10.10268
Polar D 94.55 — Co Sec 10.00160
132.47
21
Sum 2)132.26 — Co Sin 9.60561
½ Sum 66.13
21
Remainder 66.34 — Sin 9.96262
2)19.67251
9.83625
h ' ''
6.13.35
10.58 Equa
Ship Time 6.24.33
Greenwich 5.13.58
1.10.35

Long 17° 35' 45''

1850 Memoranda

July 15th. Ship Montreal Captn. Frede
F. Fish Master sailed from New
Bedford bound to the Arctic Ocea

Aug 29th. Whilst laying off and on at
Fayal the Ship miraculously escap
destruction, the wind died away leavin
her becalmed and a strong current
swept her toward the rocks, at the
S. W. entrance of the bay, the fort was
crowded with spectators, a great numbers of
the inhabitants hurried down from the ci
to the point, no doubt actuated by the
laudable motive, of being first in at th
plunder, nearer and nearer she swep
in toward the fatal rocks, until she
arrived within fifteen fat of them, when every
hope for her safety vanished, and the
most buoyant spirits with downcast, mournful
looks, calmly awaited the dread consumma
but the ways of Providence are inscrutable
and past finding out. the undertow
or swash from the rocks, kept her in
check for a moment, the sturdy crews
in the boats in tow ahead, strained every nerve
and muscle with superhuman effort
when slowly and gracefully she moved from
the accursed shore, a breeze sprang up and
filled her topsails, and our gallant
craft still proudly floats the Ocean

Sept. 4th Commences with beautiful weather and a good breeze from the S.E. starboard tacks on board, the Islands of Terceira and St Marys being in sight at 3 P.M. the third mate raised sperm whales three miles off. lowered three boats. the second mate fastened but his iron soon drew. there were a great number of large whales in sight. but were unable to strike again

Lat by Obs. 36.50 N

Sept. 7th Commences with fine weather and light breezes from W.S.W. starboard tacks on board, at 6 A.M. the Blacksmith raised sperm whales 5 miles off. lowered 3 boats after manoeuvring some time the 2nd mate fastened to a large whale at 3 P.M. had him along side

122 bbls.

Lat by Obs 34.20 N
Long by Chron 21.30 W

Sept. 10th

Begins with light winds, middle part rugged weather and squally. at 11 A.M. the 2nd mate raised sperm whales 5 miles off on the weather bow. the 3rd mate had this chance grounding his boat on a large sperm whale, the boatsteerer darted both irons and missed him, he then hauled in one of his irons and darted again with no better success. the 2nd mate also darted and missed

Lat. by Obs 33.58 N
Long by Chron 20.40 W

Sept 11th Commences with beautiful weather and light breezes from N.N.E. Larboard tacks on board at daylight Alexander Portugue raised sperm whales on the Weather bow 4 miles off lowered but was unable to get within striking distance. same day spoke the Ship Otaheite of Bremen 28 days out had just taken a 100 barrel whale

Lat. by Obs 34.43 N.
Long " Chron 20.35 W.

Sept. 20th Touched at Fayal, landed 120 barrels of Sperm Oil and sailed again same day.

72 bbls

Sept. 24th Weather moderating having had fresh breezes the last two days first from the Westward and then from the Eastward at 1 P.M. the second mate raised Sperm whales right ahead, lowered the mates fastened and was capsized just as the third mate was going on another whale. who went to his rescue, killed by the second mate, was taken alongside and commenced cutting in.

Lat. by Obs. 34.16 N.
Long by Chron 22.15 W.

Spoke Bark Genl. Carver of Westport 350 of Sperm three months and 11 days out

Sept. 26th Spoke Bark Malta of Tisbury 68 days out 90 barrels of Sperm

Lat. by Obs 32.43 N.
Long. by Chron 22.13 W.

Oct. 3rd Touched at the Island of Bravo where we spoke Ships Marcia of New Bedford and India of New London both clean and sailed same day.

Oct. 4th Beat the India out of sight, and passed a fleet of merchantmen, also spoke and passed the bark D. Carnegie of Gotheborg. same day Charly Munson taken down with a bilious attack, with repeated fits.

Nov 27th Raised a school of large sperm
whales but before we could fasten the Killers
gallied them Lat 34" 40 S
Long 13" 30 W

1851 Jany 15th Made S.W. cape of New Zealand
and raised Sperm whales killed one large
one and before we could cut him in lost
his body it blowing a gale of wind the
19 days out of 20.

Apl 23rd The barometer down to 28 inches
and 1/2 a tenth, with a thick snow storm
suppose a heavy hurricane is raging near us
have had severe gales for the last three weeks
also fell in with ice Lat 53" — N
Long 164" 30 E

Apl 25th Spoke the Hobomok of Falmouth
30 months out 700 Sperm
Apl 26th Spoke the Cincinatti 20 months
out 2350 bbls Oil, 220 Sperm Lat 54: 20 N
163: E

Apl 27th Made Behring Island completely
enveloped in snow cruised along the whole
length saw a few right whales
Apl 28th Saw the first bow-head but it
being very rugged was unable to fasten
Lat 56" 06 N
Long 166" 30 E.

May 1st Made the Coast of Kamschatka
saw plenty of Bowheads the mate struck one
and killed him with his irons
1st Lat 57" 44 N
Long 164" 40 E

May 2nd Saw plenty of bowheads too rugged
to lower the coast about 15 miles distant
Lat 57" 37 N.
Long 164" 30 E.

May 3rd The weather too rugged to lower, no
mast heads, very cold, the ships head and weather
side one sheet of ice. water congeals as soon as it
strikes the deck plenty of whales Lat 57" 46 N
Long 165" 30 E

May 5th Plenty of whales the 4th mates boat took one killed by the Mate
Lat. 58" 7 N
Long 166" 50 E
4th/

May 6th Plenty of whales the mates boat took one killed by the 2nd mate, boiling and cutting, lowered again the 2nd mate struck and parted his line
1st/
Lat 58. 15 N.
Long 167. 30 E.

May 7th. Enters with beautiful weather a dead calm and plenty of bow heads at 4.30 A.M. the Mate lowered and fastened, the 3rd mate lowered and his boatsteerer killed him with his iron
1st/
Lat 58. 18 N.
Long 168. 07 E

May 10th Begins with pleasant weather and a few whales: boiling and stowing, the 2nd mate lowered and fastened, and his boatsteerer killed the whale with his iron
2nd/ Lat. 58. 46 N.
Long 168. 22 E.

May 11th Begins with fine weather cooling down and stowing down, found another of our pots had cracked, took out the centre pot and substituted the deck pot, saw plenty of whales, the second and 4th Mates lowered the former fastened to a very large one and ~~his~~ killed him, cut in the whale killed the day before, leaving the other alongside and started the works again
2nd/ Lat. 58" 52 N.
Long 168" 53 E.

May 12th Fine weather. saw 100 bowheads at once; boiling and cutting, ice in sight from mast head, the mate lowered and struck a large one killed by the 2nd mate, left him alongside
1st/ Lat 58. 51 N
Long 168. 19 E

May 14th A Snow storm, cutting and boiling, cleared up with plenty of whales in sight also ice the 3rd mate lowered and fastened, but the strap parted and we lost the whale
Lat 58" 54 N
Long 168" 44 E.

May 15th Pleasant weather, boiling and stowing down saw a number of whales all bound N. W. lowered 3 times struck once but did not get any thing
Lat 58" 57 N.
Long 167" 30 E.

May 16th. Fine weather boiling and stowing down
saw several bowheads going fast to the N. W. lowered
but did not strike followed after them
Lat. by Obs. 58.54 N.
Long. by Chro 167. 9 E.

May 17th. Made Cape Outoutopolvskoi at the N. W. extremity
of the Sea of Kamschatka and found the ice extended
across the entire bay, boiling and stowing down, raised
a ~~bad~~ bowhead, the mate lowered, and fastened
the whale took out all his line and made for
the ice, the mate followed him 4 miles into
the ice, killed him and saved both the line and
the whale, cooled down the works and cut in the
whale, after part cloudy with snow
1st
Lat. 59" 18 N.
Long. 166" 30 E.

May 18th. Begins with rain and snow started
the works during the day lights up a little so that
we can see a couple of miles, saw a number
of bowheads. the 2nd mate lowered and struck
the mate and 4th mates lowered and the boat
steerer of the former killed him, left him alongside
the weather thick. 2nd
Lat 59" 19 N
Long 166" 40 E

May 19th. Begins with cold rugged, foggy weather
with half a gale of wind from E. S. E. and a
snow storm, started the works and commenced
cutting. the storm increasing cooled down and cut
in the whale, after part lights up a little, raised
plenty of bowheads close to
Lat. by Acct 59. 20 N
Long " do 166. 30 E

May 20th. Begins with very rugged foggy weather from
E. N. E and a heavy snow storm, lights up a little
started the works, after part weather moderates
saw several whales
Lat by Acct 58. 20 N
Long " do 166 " E

May 21st. Begins with a thick fog and light
airs from E. N. E. boiling and stowing down
after part fog lights up plenty of whales
Lat by Acct. 58. " N.
Long " do. 166 " E.

May 22nd. Begins with good weather saw whales
the 2nd mate lowered, struck, killed his whale
and sunk him before breakfast. after part half a
gale of wind and a thick snow storm, stowing down
3rd No observation
all day

June 5th Begins with good weather and fresh
breezes from the Westward heading towards the
Straits middle and after part the same
Lat 57.21 N
Long 17[illegible]8 E

June 6th Begins with calm pleasant weather
after supper saw three right whales 1st 2nd 3rd
mates lowered the 2nd struck one and the 1st killed
him at midnight took him alongside after
part cut him in
2nd
Lat 57.42 N
Long 173.36 E

June 7th Begins with fresh breeze from S.W. steering
N.E. by E saw plenty of bowheads right whales and
finbacks all going [illegible] to windward after supper
lowered 1st 2nd 3rd mates boats for a right whale the
first struck and the 2nd killed him cut him
in
Lat. 57.45 N
Long 175.19 E

June 8th Begins with strong breeze from S. and
thick weather after breakfast started the works
Lat 60.35 N
Long 178 —

1st
June 9th Begins with rugged weather and half
a gale of wind from the Southward, boiling
saw one bowhead too rugged to lower
after part, rugged and foggy
Lat. 61.30 N
Long 17[illegible] — E

June 10th Begins with rugged, foggy weather and strong
breezes from the Southward. boiling after [illegible]
rain and fog. after part wind moderate and
hauls to N.N.W. rain ceases and fog lifts up
Lat by Obs 61.12 N
Long " Chro 1[illegible].2 N

Transferred or continued in another book

1851 March 28th	To 1 Pair Boots			$ 5 ".."
April 10	" ~~6 @ Thread~~			1 " 35
May 6	" 3 lbs Tobacco	@ 45		1 " 40
June 6	" 4 lbs Do	@ 35		1 " 40
August 4	" 4 lbs Do	@ 35		
Septr 16	" 1 Palm Hat			
" 19	" ~~1 Pair Dungaree Pants~~			2 " –
Octr 2	" 1 " Shoes			2. –
1852 Jany 4	" 5 lbs Tobacco	@ 40c		1 " 50
"	" 1 Bot Lay			~~1 " 25~~
	~~2½ lbs Tobacco @ 50~~			" . 80
Octr 17	" 1 Pair Pumps			1 " 50
Novr 7	" ~~3 lbs Tobacco @ 50c~~			8 " –
×	Due Mr Brotheyer			
				22 " 95
			14 . 95	47 . 25
				$70 . 10
				14 . 95

The above relates to Ship Montreal – 1851 1852

St Helena

Rugged rocks and lofty mountains
Interspersed with scanty fountains
Here and there a grove of trees
Are all a wandering stranger sees.

2
Unsocial mortals here reside
Alike their poverty and pride
The Girls are dressed from top to toe
Like painted dolls in puppet show

3
The tradesmen imitating fops
With heads as empty as their shops
Throughout the isle there's scarce a creature
With either manners or good nature

4
The people poor and poor the soil
Both unimproved by care or toil
For narrow souls and barren fields
Are all that St Helena yields

5
When Satan tried his arts in vain
The favour of our Lord to gain
He said the world and all therein is thine
Save one ~~a~~ small spot and that I claim as mine

6
Tis barren, bare, and full of guile
By mortals called Helena's isle
It is a spot I cannot spare
My dearest friends being settled there

By a Stranger

71.66
87.4

An Irish Prayer.

Queen o' Patriots pray for us! St Abraham — go to the divil you bosthoon; is it crushin' my sore leg you are? — St Abraham, pray for us! St Isinglass pray for us! St Jonathan pray for us! Holy Nineveh look down upon us wid' compression an' resolution this day; Blessed Jerooslim, throw down ~~compun~~ compunction an' meditation upon us Christyeens assembled here before you to offer up our sins! Oh! grant us blessed Catastrophy, the holy virtues of timtation an' solitude, through the improvemint an' accommodation of St Columbkill! To him I offer up this button, a bit o' the waistband o' my breeches, an' a taste ~~of~~ o' my wife's petticoat, in remimbrance of us havin' made this holy station; an' may they rise up in glory to prove it for us at the last day

Amin

Tristran D. Acunha
True Longitude 12°.05 E
erroneously put down in the Epitome

Rate of chronometer, at Cape Town Latin
March 21st 1844 Twenty minutes and twenty one seconds slow of Greenwich Mean Time and losing daily four seconds and five tenths of a second

[illegible]
[illegible] of Physic [illegible]
[illegible] in

the Island of ~~Dominica~~ Dominica
or Dominick.

Brig Robert Carr Captn Maxwell (

(Dr Carnegie of Gotheborg

465
435
900

8.7

1152
351
1507

1457
65
1392
111
1702
1608
1810

51. 40
38. 08
21. 10
59. 16

3.7.1

1287
2.

S"

Feby 7th 1860 Saw sperm whales saved one 50 bbls
Lat, 37.55 S.
Long, 45 " 34 W.

eby 10th Saw sperm whales large size
Lat 38 " 35 S.
Long 43 .52 W.

" 22nd Saw sperm whales large size
Lat 32 " 28 S.
Long 45 " 27 W.

March 6th Saw sperm whales cows & calves
Lat 28 " 47 S.
Long 36 " 13 W.

8th Saw sperm whales cows & calves saved 50
Lat 28 " 31 S.
Long, 35 " 50 W.

May 5th Saw sperm whales, saved 2. 27 barrels
Lat, 27 " 40 N.
Long, 49 " 20 W.

Jany. 20th Saw a large sperm whale ~~took 2.27~~ bbls
Lat 55 " 25 S.
Long 76 " 28 W.

Domestic Receipts

Pickled Eggs

Boil the eggs until very hard; when cold shell them and cut them in halves lengthwise Lay them carefully in large mouthed jars, and pour over them scalding vinegar, well seasoned with whole pepper, allspice, a few pieces of ginger and a few cloves of garlic. When cold tie up closely and let them stand for a month They are then fit for use, With cold meat they are a most delicious and delicate pickle

Hoe Cake

This cake so popular in the South as a breakfast and tea cake is made in the following way. Scald a quart of Indian meal with a pint of water, stir in two teaspoonsfull of salt and a little butter melted, put it when properly mixed in a well greased tin and bake half an hour

Rice & Apple Pudding

Boil half a pound of rice in half a pint of milk till it is soft, then fill the dish half full of apples which have been pared and cored sweeten with sugar or molasses, put the rice over the fruit as a crust and bake an hou

Cottage Pudding

Mix about two pounds of pared, boiled
mashed potatoes, with one pint of milk
eggs well beaten and two ounces of suga
Bake three quarters of an hour,

Potatoe Apple Dumplin

Boil any quantity of white mealy po
pare them and mash them with a roll
pin, then dredge in enough flour to
a dough, roll it out to about the thick
of pie crust, and make up the dump
by putting an apple cored and quarte
each of them, Boil them one hour

Baked Apple Pudding

Boil one pound and an half of good
with a gill of water, and half a pou
brown sugar till reduced to a smooth
stir in one gill of sweet cream, a
spoon full of flour or fine bread cru
flavor with a little lemon juice or g
lemon and bake forty minutes

History of Ancient Egypt by George
A. Gliddon late U. S Consul
at Cairo

B

Clinton Bradshaw or the Adventures of a
Lawyer.

Log Book

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